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FEDERAL REGISTER

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Washington, Saturday, January 5, 1957

TITLE 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration

Subchapter B—Federal Farm Loan System

PART 10—FEDERAL LAND BANKS GENERALLY

INTEREST RATES ON LOANS MADE THROUGH ASSOCIATIONS

Approval has been given to an interest rate of 5 percent per annum on loans made by the Federal Land Bank of St. Louis on applications accepted by a national farm loan association on and after January 1, 1957. The same interest rate has also been approved for loans made by the Federal Land Bank of St. Louis on all applications accepted by an association prior to January 1, 1957, if such loans are not closed on or before March 1, 1957. In order to reflect such approval, § 10.41 of Title 6 of the Code of Federal Regulations (21 F. R. 10167) is hereby amended, effective January 1, 1957, by substituting "5" for "4½" in the line with "St. Louis" therein.

(Sec. 6, 47 Stat. 14, as amended; 12 U. S. C. 665. Interprets or applies secs. 12 "Second", 17 (b), 39 Stat. 370, 375, as amended; 12 U. S. C. 771 "Second", 831 (b))

[SEAL] R. B. TOOTELL,
Governor,
Farm Credit Administration.

[F. R. Doc. 57-76; Filed, Jan. 4, 1957; 8:47 a. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM COMPETITIVE SERVICE

DEPARTMENT OF THE ARMY AND DEPARTMENT OF THE AIR FORCE

Effective upon publication in the FEDERAL REGISTER, paragraph (e) (1) of § 6.105 and paragraph (b) (3) of § 6.107 are amended as set out below.

§ 6.105 *Department of the Army.* * * *

(e) *Special Services Division.* (1) Until December 31, 1957, positions paid from the appropriation "Welfare of Enlisted Men" which entail responsibility for the direction or supervision of voluntary educational or recreational programs and which, as an integral part of the job, require close working associations with the military personnel for whom such programs are conducted. Positions of librarian, library assistant, recreation leader, and recreation supervisor are included herein.

§ 6.107 *Department of the Air Force.* * * *

(b) *General.* * * *

(3) Until December 31, 1957, positions of librarian, recreation leader and recreation supervisor which entail responsibility for the direction or supervision of voluntary educational and recreational programs and which, as an integral part of the job, require close working associations with military personnel for whom such programs are conducted.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 57-89; Filed, Jan. 4, 1957; 8:48 a. m.]

PART 6—EXCEPTIONS FROM COMPETITIVE SERVICE

HOUSING AND HOME FINANCE AGENCY

Effective upon publication in the FEDERAL REGISTER, paragraph (e) (5) is added to § 6.342 as set out below.

§ 6.342 *Housing and Home Finance Agency.* * * *

(e) *Federal Flood Indemnity Administration.* * * *

(5) The Commissioner.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 57-88; Filed, Jan. 4, 1957; 8:48 a. m.]

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FEDERAL REGISTER

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TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 11797; FCC 56-1273]

[Rules Amdt. 3-50]

PART 3—RADIO BROADCAST SERVICES

TABLE OF ASSIGNMENTS

Correction

In Federal Register Document 56-10520, published at page 10502 in the issue dated December 29, 1956, items in the table of assignments under § 3.606 (b) should read as follows:

§ 3.606 *Table of assignments.* * * *

(b) *Table of assignments.*

	Channel No.
* * * * *	
Colorado:	
* * * * *	
Delta	24−
* * * * *	
District of Columbia:	
Washington	4−, 5−, 7+, 9, 14−, 20+, *26−, 50−
* * * * *	
Florida:	
* * * * *	
Pensacola	3−, 15−, *21, 46
* * * * *	
Missouri:	
* * * * *	
St. Louis	4−, 5−, *9, 11−, 30, 36−, 42+
* * * * *	
Nebraska:	
* * * * *	
Hay Springs	8
* * * * *	
Hawaiian Islands:	
Hilo	2, *4, 7, 9, 11, 13
Honolulu, Oahu	2+, 4−, *7+, 9−, 11+, 13−
* * * * *	

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

[S. O. 897, Amdt. 5]

PART 97—ROUTING

CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA RAILWAY CO.

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 31st day of December A. D. 1956.

Upon further consideration of Service Order No. 897 (19 F. R. 3762; 20 F. R. 4, 4688; 20 F. R. 9825; 21 F. R. 4967), and good cause appearing therefor:

It is ordered, That § 97.897 Service Order 897, be, and it is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date*. This order shall expire at 11:59 p. m. June 30, 1957, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p. m., December 31, 1956.

It is further ordered, That copies of this order and direction shall be served upon the Nebraska State Railway Commission and upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

(Sec. 12, 24 Stat. 383, as amended; 49 U. S. C. 12. Interprets or applies secs. 1, 15, 24 Stat. 379, as amended, 384, as amended; 49 U. S. C. 1, 15)

By the Commission, Division 3.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F. R. Doc. 57-73; Filed, Jan. 4, 1957; 8:46 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

[Supp. 25]

PART 3—AIRPLANE AIRWORTHINESS; NORMAL, UTILITY, AND ACROBATIC CATEGORIES

MISCELLANEOUS AMENDMENTS

Section 3.337-1 is revised to clarify the policy on the use of a bungee in the trim system.

Sections 3.652-1 and 3.652-2 and 3.721-1 cover the establishment of standards for the installation of radio equipment in light aircraft certificated under Part 3 of the Civil Air Regulations.

1. Section 3.337-1 is revised to read as follows:

§ 3.337-1 *Independence of bungee trim system from primary control system (CAA interpretations which apply to § 3.337)*. The sentence "Trimming devices shall be capable of continued normal operation notwithstanding the failure of any one connecting or transmitting element in the primary flight control system" permits a bungee system acting directly on the control surface horn in such a manner that a failure of the primary control system will not adversely affect operation of the trimming device. A bungee system which actuates a control surface through elements of the primary control system does not meet these requirements. Each trim control system will be reviewed on the basis of its individual merits.

2. New §§ 3.652-1 and 3.652-2 are added to read as follows:

§ 3.652-1 *Radio equipment and installations (CAA interpretations which apply to § 3.652)*.[1] (a) The phrase "Each item of equipment which is essential to the safe operation of the airplane * * *" includes radio communication and navigation equipment installed on the airplane.

(b) The phrase "shall function properly when installed" is interpreted to mean that the installation shall comply with the requirements specified in § 3.721.

§ 3.652-2 *Radio installation performance (CAA policies which apply to § 3.652)*. The prototype installation should be flight tested by the airplane manufacturer to determine that it performs the intended function.

3. A new § 3.721-2 is added to read as follows:

§ 3.721-2 *Radio equipment installations (CAA policies which apply to § 3.721)*—(a) *Wiring*. Radio installations should be wired to minimize the possibility of fire or smoke hazards or the cause of unsatisfactory operation of the radio equipment.

(1) The radio installation should be connected to the airplane electrical system at a terminal strip or by a plug and receptacle connection.

(i) If a terminal strip is used, it should be designed or mounted so that loose metallic objects cannot fall across the terminal posts. Posts should be No. 6 or larger to permit proper tightening of the nuts, thus providing maximum current-carrying capacity without a danger of shearing the studs.

(ii) If a plug and receptacle type of connection is used, the soldered connections of the wire to the plug and receptacle inserts should be individually insulated from each other and from other metallic parts of the plug and receptacle.

(2) Junction boxes should be used for enclosure of terminal strips. The boxes should be made of either fire-resistant or nonabsorbent, plastic material. They should be of sufficiently rigid construction to prevent "oil-canning" of the box sides thus avoiding the possibility of the sides causing internal shorts. They should be designed and installed to permit easy access to the enclosed terminals and to allow any loose metallic parts to fall away from the terminals. Sufficient space should be provided in the junction box so that it will not be necessary to bend the wires sharply as they leave the terminal strip. The terminal strip should be mounted within the box rather than on the inside of the box cover.

(3) Interconnecting wires and cables between various pieces of radio equipment should be supported by insulated clamps so that they do not rub against the airplane or each other under vibration conditions encountered in flight.

(b) *Location of radio equipment*. The equipment, controls, and indicators should be located where they can be satisfactorily operated and read respectively from the appropriate crew member station. The equipment should be so located that there is sufficient air circulation to avoid overheating of the equipment. Also, clearance should be provided between high temperature areas of the equipment and readily flammable parts of the airplane.

(c) *Mounting of radio equipment*. The equipment should be attached to the airplane with self-locking devices to prevent loosening in service. Mechanical remote control devices should have the control cable so routed and so supported as to prevent kinking, binding or abrasion. Items mounted on shock mounts should have sufficient clearance for normal vibration and swaying of the equipment without hitting adjacent equipment or parts of the airplane. Electrical and mechanical cables to shock mounted equipment should be routed and supported so that they will not be unduly stressed by motion of the equipment. In order that the occupants will not be endangered by moving equipment during minor crash landings, the equipment mounting and rack should be capable of withstanding ultimate accelerations of 9.0*g* in the forward direction and 1.5*g* in a sideward direction.

(d) *Bonding*. Radio equipment should be bonded to the airplane in order to provide a low resistance ground circuit and to minimize radio interference from static electrical charges. Nonconducting finishes, such as paint and anodizing films should be carefully removed from the attachment surface under the bonding terminal. Bonding jumpers should be as short as practicable and be installed in such manner that the resistance of each connection does not exceed 0.003 ohm. Where a jumper is for radio-noise prevention only and not for current-carrying purposes, a resistance of .01 ohm is satisfactory. Aluminum alloy or tinned or cadmium plated copper jumpers[2] should be used for bonding aluminum alloy parts and copper, brass or bronze jumpers should be used to bond steel parts.

---

[1] See §§ 3.721 and 3.721-2.

[2] When aluminum or its alloys are in contact with most metals (exceptions are magnesium and zinc), current will flow from the aluminum to the other metals. The result will be that the aluminum will corrode. In order to minimize such corrosion, metals other than magnesium and zinc when in contact with aluminum should be cadmium plated. Where contact between dissimilar metals cannot be avoided, care should be taken to minimize corrosion by putting a protective coating on the finished connection.

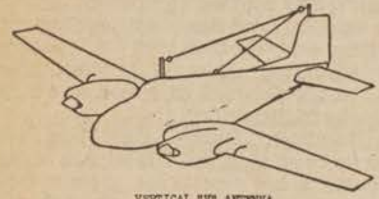
(e) *Available power supply.* The radio equipment should operate satisfactorily throughout the voltage range of the airplane electrical system under taxi, take-off, slow cruise, normal cruise and landing operating conditions.

(f) *Antennas, general.*[3] It is satisfactory to use one antenna for transmission and reception of communications provided such antenna is a satisfactory compromise for the frequencies to be used. In a single antenna installation of this type, the antenna should be connected to the receiver and be switched automatically to the transmitter when the microphone "push-to-talk" switch is actuated.

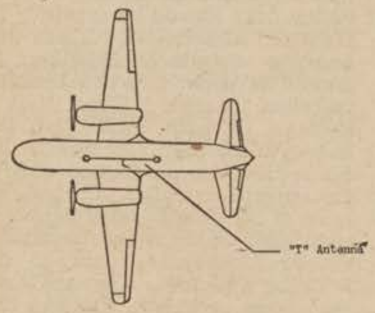
(1) Fixed and trailing wire antenna installations should be tailored to fit the particular type of aircraft. Other types of antennas are much more compact and may be installed as complete units on various types of aircraft.

(2) Masts used to support a fixed-wire antenna should be as long as practicable to separate the antenna from the fuselage and/or wings in order to provide an effective antenna. Masts should be firmly attached to the airplane structure. If an antenna is attached at the trailing edge of wings and leading edge of horizontal stabilizers, the attachment should be made to lugs firmly fixed to the structure. The lugs should be welded, riveted, clamped, or bolted, whichever method is most suitable, to the structure.

(g) *Range receiver antennas (200 to 400 kc).* A "T" or "V" type antenna should be used and mounted on the top or bottom of the airplane (see figure 1) with an approximate clearance of one foot from the fuselage and wings. The main leg of the "T" and each leg of the "V" antenna should be a minimum of 6 feet long.[4]



VERTICAL "V" ANTENNA



"T" OR "V" TYPE ANTENNA

FIGURE 1.

(h) *Direction finding antennas (100 to 1750 kc).* Manual or automatic loop type antennas should be used with direction finder receivers. The loops are designed for use with a particular receiver. Connecting wires between the loops and receivers are also designed for the specific equipment. Accordingly, only components meeting the specification characteristics of the receiver manufacturer should be used.

(1) Loops are usually enclosed in a streamlined housing for external mounting on an airplane. However, loops may be installed internally in the airplane when proper attention is given to avoiding interference from metallic structure and skin of the airplane.

(2) The outstanding characteristic of a loop antenna is its directional sensitivity which makes it useful as an accurate navigational aid. Various things can reduce this accuracy and should be avoided. Metallic base paints should not be used on the housing. Location of the manual loop near an engine which has poor ignition shielding should be avoided since this location makes it difficult to detect the "null." Loops should not be located in positions where extensive metallic airplane structure is between them and the ground facilities. After installation, a loop should be compensated[5] to correct for any azimuth error due to its location with respect to any metal structure of the airplane.

(i) *HF transmitting antenna—fixed.* (1) Two basic types of fixed antennas are used. One of these, the Hertz type, is tuned to its resonant frequency or a higher harmonically related frequency by being designed to a specific length. The lowest frequency at which this type antenna will be resonant is its fundamental frequency. At this frequency the antenna is approximately ½ wave length. This length may be determined by the formula:

$$\tfrac{1}{4}\text{ wave length (in feet)} = \frac{300{,}000{,}000 \times 3.28}{2 \times f}$$

in which 300,000,000 is the velocity of the propagation of radio waves in meters per second; 3.28 is the conversion factor from meters to feet; f is the frequency in cycles per second.

(2) The other basic type of antenna is the Marconi. This type is readily adaptable for use on different frequencies and has one end grounded through the transmitter to the metallic aircraft structure. Thus, the aircraft acts as a part of the antenna and it is possible to use only ¼ wave length in the antenna proper. This length may be computed by the formula:

$$\tfrac{1}{2}\text{ wave length (in feet)} = \frac{300{,}000{,}000 \times 3.28}{4 \times f}$$

An antenna of this type shorter than ¼ wave length may be tuned to resonance with the transmitter frequency by connecting an induction coil having appropriate characteristics in series with the antenna. A continuously variable coil or a stepped variable coil may be used for transmission on several different frequencies on one antenna.

(j) *VHF transmitting antenna—"whip" and streamlined blade.* (See figure 2.) (1) The "whip" antenna is resonant through a narrow frequency band and may be used with equipment operating in the 118 to 136 mc band. The proper length in inches should be determined from the formula $\frac{11.218}{4 \times f\ (\text{mc})}$ (For 125 mc the length [¼ wave length] would be approximately 22.5 inches.)

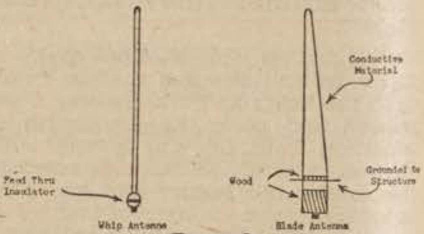


FIGURE 2.

(2) When it is necessary to cover a broader frequency range than can be covered by the "whip" antenna, a blade type should be used, because it is resonant over a much broader frequency range. However, a broadband antenna is not as efficient as a small diameter "whip" antenna and, accordingly, should not be used with relatively low output transmitters (under 5 watts).

(3) Antennas of both these types should be located so that there is a minimum of structure between them and the ground radio stations. Thus, the location will usually be a compromise. The antennas may be mounted on the top or bottom of the fuselage or on the cowl forward of the cockpit.

(4) On fabric covered aircraft, or aircraft with other types of nonmetallic skin, the manufacturer's recommendations should be followed in order to provide the necessary ground plane. An acceptable method of accomplishing this is by providing a number of metal foil strips in a radial position from the antenna base and secured under the fabric or wood skin of the aircraft as shown in figure 3.

(k) *VHF navigation receiving antennas.* Antennas for omnirange (VOR), and instrument landing system (ILS)

---

[3] Since all radio communication and navigation equipment necessitates the use of antennas for transmission or reception of radio frequency energy, care should be exercised in the design and installation of antennas and their coupling to the radio equipment. Consideration should be given to the fact that a transmitting antenna is a tuned circuit and that its ability to radiate radio frequency energy into space is governed primarily by the relationship between its length and the frequency of the power to be radiated. In general, the higher the frequency to be transmitted, the shorter the antenna necessary. Receiver antenna design and installation is controlled primarily by the degree of directivity necessary for the particular communication or navigation equipment.

[4] Excessively long antennas are unsatisfactory because they are more directive in reception than relatively short ones. A trailing wire type of antenna will not prove suitable when used with a range receiver because it is highly directive; may cause a loss of distinct "cone of silence"; and changes in the airplane's direction, which may occur often in range flying, cause the antenna to "whip," resulting in breakage and loss of reception. The whipping action may also cause the course signals to shift continuously.

[5] Compensation of a loop for such error requires technical knowledge of the equipment and its operational use and should be accomplished by a qualified technician.

ANTENNA GROUND PLANE
FOR
NON-METALLIC AIRPLANES

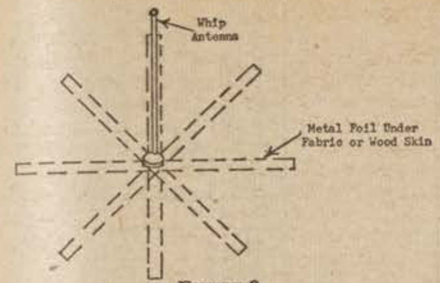
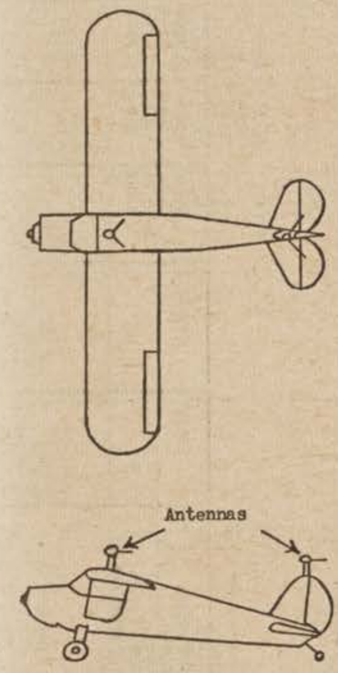


FIGURE 3.



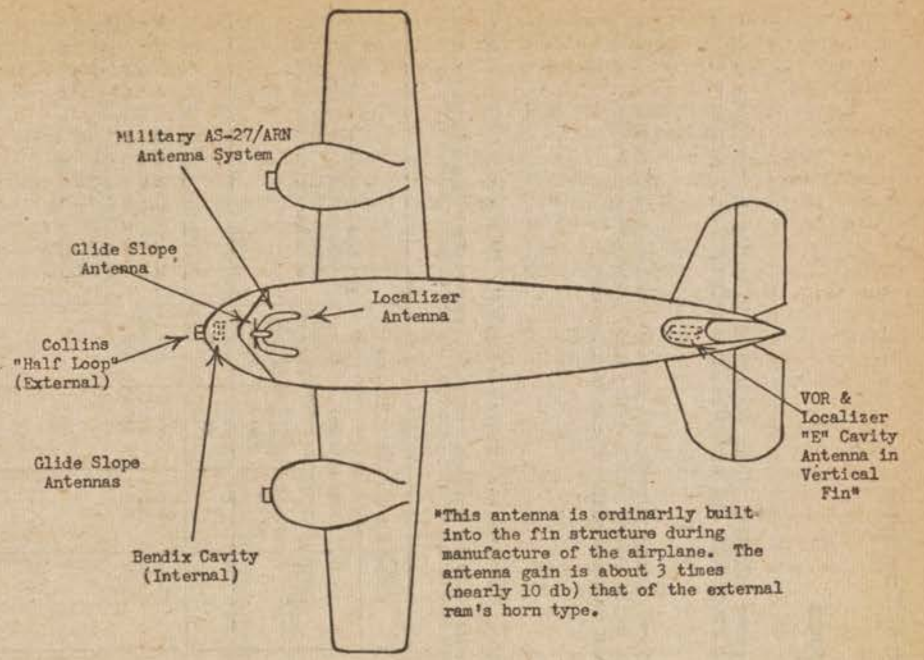
TWO PREFERRED LOCATIONS FOR VOR ANTENNAS
TO PROVIDE GOOD SIGNAL PICK-UP AND MINIMUM
ENGINE IGNITION INTERFERENCE

FIGURE 4.

localizer receivers should be located at a position on the airplane where they will have the greatest sensitivity for the desired signals and minimum response to undesired signals such as VHF energy radiated by the engine ignition system. The best location for the VOR-localizer receiving antenna on most small airplanes is over the forward part of the cabin. (See figure 4.) The rigid "V" type antenna should be mounted so that the apex of the V points forward and the plane of the V is level in normal flight. A list of satisfactory antenna installations on some popular small airplanes, giving distance in inches aft of the windshield, follows:

Piper	7	Swift	11
Ercoupe	26	Bellanca	4
Stinson	13	Luscombe	34
Cessna	10	Beech Bonanza	35

(1) The most effective method of minimizing the engine ignition interference is to shield the ignition system. This involves enclosing in metal all parts of the circuits which might radiate noise. Ignition wires having a metallic-braid covering and special end connectors should be used between magnetos and spark plugs. Shielded type spark plugs should be used and a shielded metal cover for the magneto, if it is not of a shielded type, should be used. All connections in the shielding system should be tight metal-to-metal contact.


Military AS-27/ARN Antenna System
Glide Slope Antenna
Localizer Antenna
Collins "Half Loop" (External)
Glide Slope Antennas
Bendix Cavity (Internal)
VOR & Localizer "E" Cavity Antenna in Vertical Fin*

*This antenna is ordinarily built into the fin structure during manufacture of the airplane. The antenna gain is about 3 times (nearly 10 db) that of the external ram's horn type.

INSTRUMENT LANDING SYSTEM
GLIDE SLOPE & LOCALIZER RECEIVER ANTENNAS

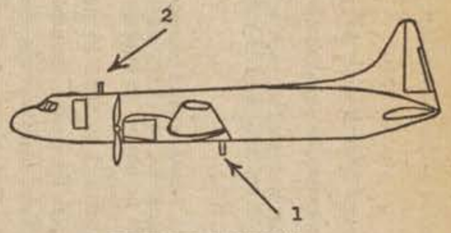
FIGURE 5.

(2) If it is not feasible to shield the engine ignition system, the engine ignition noise should be suppressed by replacing the spark plugs with resistor spark plugs of a type approved for the engine.

(l) *Marker receiving antenna.* The marker receiver operates at a frequency of 75 mc. In order to keep to a minimum the number of antennas on an airplane, the marker receiver may utilize the same antenna as the range receiver. However, both receivers should include provisions to permit simultaneous operation without interference. A "whip" or other vertical type of antenna should not be used for marker reception since the ground facility transmits from a horizontally polarized antenna.

(m) *Glide slope receiving antenna.* The glide slope receiver of the instrument landing system (ILS) utilizes a small, simple dipole type antenna which should be mounted at right angles to the longitudinal axis of the airplane and near the forward part of the airplane. Several types of localizer and glide slope antennas are shown in figure 5.

(n) *Distance measuring antennas.* Antennas for Vortac distance measuring elements or civil DME should be mounted at an unobstructed location on the underside of the fuselage near the trailing edge of the wing, preferably at the lowest point on the aircraft when in level flight. (See figure 6.) During flight, the antenna should be as nearly vertical as possible. It should be mounted as far as possible from other antennas and at least 36 inches away from other obstructions. If separate antennas are used for transmission and reception, the antennas should be mounted on a line perpendicular to the longitudinal axis of the aircraft with a minimum spacing of 2 feet between antennas. Since transmission lines losses are relatively high at these frequencies, the antenna connecting cables should be kept as short as possible (10 feet maximum unless special low loss cable is used).



PREFERRED POSITIONS
OF DISTANCE MEASURING ANTENNAS
IN ORDER OF PREFERENCE

FIGURE 6.

This supplement shall become effective January 31, 1957.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007; 49 U. S. C. 551)

[SEAL] JAMES T. PYLE,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 57-3; Filed, Jan. 4, 1957; 8:45 a. m.]

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 229]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

PROCEDURE ALTERATIONS

The standard instrument approach procedure alterations appearing hereinafter are adopted to become effective when indicated in order to promote safety. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

NOTE: Where the general classification (LFR, VAR, ADF, ILS, RADAR, or VOR), location, and procedure number (if any) of any procedure in the amendments which follow, are identical with an existing procedure, that procedure is to be substituted for the existing one, as of the effective date given, to the extent that it differs from the existing procedure; where a procedure is cancelled, the existing procedure is revoked; new procedures are to be placed in appropriate alphabetical sequence within the section amended.

1. The low frequency range procedures prescribed in § 609.6 are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums				If visual contact not established at authorized minimums after passing facility within distance specified, or if landing not accomplished
							Condition	2 engines or less		More than 2 engines; more than 65 knots	
								65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12
ANCHORAGE, ALASKA. Elmendorf Air Force Base 212'. SBRAZ-P-DTXV-ANC. Procedure No. 1. Amendment No. 9. Effective date: January 26, 1957. Supersedes Amendment No. 8, dated November 12, 1955. Major changes: (1) New format (2) circling minima raised; (3) relocation of ANC LFR.	----------	----------	----------	----------	----------	----------	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1 800-2	200-½ 600-1½ 800-2	Instrument approach to be conducted in accordance with standard instrument approach procedure as shown on current USAF approach and landing chart, AL-1196-RNG, published by the USAF Aeronautical Chart and Information Center.
BELMAR, N. J. Monmouth County, 180'. SBMRLZ (Lakehurst NAS NEL LFR). Procedure No. 1. Amendment No. 6. Effective data: December 1, 1956.	PROCEDURE CANCELED EFFECTIVE NOVEMBER 27, 1956.										
MERIDIAN, MISS. Key Field, 297'. SBMRAZ-DTV-MEI. Procedure No. 1. Amendment No. 6. Effective date: Jan. 26, 1957. Supersedes Amendment No. 5, dated Jan. 15, 1955. Major changes: Change to nautical miles. Revise transition and final approach course. Column 12 note reworded.	Meridian VOR----------	Direct	1,600	W side of NW course. 334° outbound. 154° inbound. 1,700' within 10 miles. Beyond 10 miles not authorized.	1,100	156—2.4	T-dn C-dn S-dn 19 A-dn	300-1 500-1 500-1 800-2	300-1 500-1 500-1 800-2	200-½ 500-1½ 500-1 800-2	Within 2.4 miles, climb to 2,000' on SE course (154) within 20 miles. 300-1 takeoff minima required runway 9. AIR CARRIER NOTE: Takeoffs with less than 200-½ not authorized runways 5, 23, 14 and 32. CAUTION: Trees 600' 2 miles E.

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums				If visual contact not established at authorized minimums after passing facility within distance specified, or if landing not accomplished
							Condition	2 engines or less		More than 2 engines; (more than 65 knots)	
								65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12
TERRE HAUTE, IND. Hulman Field, 585'. BMRLZ-VDT-HUF. Procedure No. 1. Amendment No. 9. Effective date: January 26, 1957. Supersedes Amendment 8, dated February 11, 1956. Major changes: (1) Transition deleted from Clinton Intersection; (2) procedure turn altitude raised due to 882' mean sea level tower 3.5 miles SSE of LFR; (3) new form to nautical miles; (4) straight-in day minimum lowered for more than 2-engine aircraft.	HUF-VOR	Direct	2,000	S side of W course: 249° outbound. 069° inbound. 1,900' within 10 miles.	1,300	073—4.6	T-dn C-d C-n S-d 5 S-n 5 A-dn	300-1 400-1 400-1½ 400-1 400-1½ 800-2	300-1 500-1 500-2 400-1 400-1½ 800-2	200-½ 500-1½ 500-2 400-1 400-2 800-2	Within 4.6 miles, climb to 2,000' on E course HUF-LFR within 20 miles. ADF procedure not authorized.

2. The automatic direction finding procedures prescribed in § 609.8 are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums				If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished
							Condition	2 engines or less		More than 2 engines (more than 65 knots)	
								65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12
CHICAGO, ILL. O'Hare International, 666'. LOM-OR. Procedure No. 2. Amendment: Original. Effective date: January 26, 1957.	Evanston Intersection	Direct	2,500	W side of NW course: 330° outbound. 150° inbound. 2,500' within 10 miles.	2,000	150—5.3	T-dn C-d C-n S-dn 14R A-dn	300-1 400-1 400-1½ 400-1 800-2	300-1 500-1 500-1½ 400-1 800-2	200-½ 500-1½ 500-1½ 400-1 800-2	Within 5.3 miles, make left turn, climb to 2,500' on heading of 050° to SE course NBU LFR. Proceed to Mundelein Intersection via NBU LFR or when directed by ATC: Make left turn, climb to 2,500' proceed to LOM. CAUTION: Radio towers approximately 3 miles right of inbound course 1,460' and 1,420' mean sea level.
	Glenview LFR	Direct	2,500								
	Intersection S course MKE LFR and E course RFD LFR.	Direct	2,500								
	Wilson Intersection	Direct	2,500								
	Chicago LFR	Direct	2,500								
	API VOR	Direct	2,500								
	MDW LOM	Direct	2,500								

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.9 are amended to read in part:

VOR Standard Instrument Approach Procedure

Bearings, headings, courses, and radials are magnetic. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If a VOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums				If visual contact not established at authorized minimums after passing facility within distance specified or if landing not accomplished
							Condition	2 engines or less		More than 2 engines; more than 65 knots	
								65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12
BELMAR, N. J. Monmouth County, 180′. BVOR-DME-OLT. Procedure No. 1. Effective date: July 24, 1954.	PROCEDURE CANCELED, EFFECTIVE NOVEMBER 27, 1956.										
BUTLER, MO. Butler, 870′. BVOR-BUM. Procedure No. 1. Amendment No. 1. Effective date: December 26, 1956. Supersedes Form ACA-1725, dated January 8, 1951. Major changes: Limits procedure turn distance; shows distances in nautical miles.	----------	----------	----------	S side of course: 255° outbound. 075° inbound. 2,000′ within 10 miles.	1,500	075—6.7	T-d C-d A-d	300-1 500-2 800-2	----------	----------	Within 6.7 miles, climb to 2,000′ on R-075 within 20 miles. Note: Airport not suitable for aircraft with stall speed greater than 65 knots.
COLLEGE STATION, TEX. Easterwood 320′. BVOR-CLL. Procedure No. 1. Amendment No. 1. Effective date: January 15, 1954. Superseded by Amendment, Original, dated Aug. 9, 1951.	PROCEDURE CANCELED DECEMBER 26, 1956. PROCEDURE NOT REQUIRED—DUE TO VOR/DME PROCEDURE NO. 1, DATED MAY 19, 1956.										
KIRKSVILLE, MO. Kirksville, 970′. BVOR-IRK. Procedure No. 1. Amendment No. 1. Effective date: December 26, 1956. Supersedes Form ACA-1725, dated June 24, 1952.	----------	----------	----------	W side of course: 309° outbound. 129° inbound. 2,100′ within 10 miles.	1,600	129—3.2	T-dn C-d C-n A-dn	300-1 400-1 400-1½ 800-2	----------	----------	Within 3.2 miles, climb to 2,100′ on R-129 within 20 miles. Airport suitable for aircraft with stall speeds of 65 knots or less only.

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums				If visual contact not established at authorized minimums after passing facility within distance specified, or if landing not accomplished
							Condition	2 engines or less		More than 2 engines; more than 65 knots	
								65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12
MOBILE, ALA. Bates Field, 217′. BVOR-MOB. Procedure No. 1. Amendment No. 5. Effective date: January 26, 1957. Supersedes Amendment 4, dated August 20, 1954. Major changes: Change to nautical miles. Provides transition procedures. Increase missed approach altitude. Adds caution note.	Brookley HWZ	Direct	1,600	S side of course: 287° outbound. 107° inbound. 1,400′ within 10 miles. Beyond 10 miles not authorized.	900	107—6.3	T-dn C-dn S-dn 9 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-½ 500-1½ 400-1 800-2	Within 6.3 miles, turn left, climb to 1,600′ on radial 064° within 20 miles. CAUTION: 647′ TV tower located 4.1 miles ESE of airport.
	Bay Minette HW	Direct	1,500								
PHILIP, S. DAK. Philip, 2,210′. BVOR-PHP. Procedure No. 1. Amendment No. 1. Effective date: December 26, 1956. Supersedes Form ACA-1725, dated April 28, 1953.	----------	----------	----------	S side of course: 265° outbound. 085° inbound. 3,600′ within 10 miles.	3,000	090—2.5	T-dn C-d C-n A-dn	300-1 700-1 700-2 800-2	----------	----------	Within 2.5 miles, climb to 3,400′ on R-059 within 20 miles. Airport suitable for aircraft with stall speed of 65 knots or less only.
TERRE HAUTE, IND. Hulman Field, 585′. BVOR-HUF. Procedure No. 1. Amendment No. 3. Effective date: January 26, 1957. Supersedes Amendment 2, dated February 11, 1956. Major changes: (1) Transition deleted from Clinton Intersection; (2) new form to nautical miles; (3) minor changes outbound and inbound courses, column 5.	HUF-LFR	Direct	2,000	W side of course: 360° outbound. 180° inbound. 1,900′ within 10 miles.	1,400	180—2.9	T-dn C-d C-n S-d 18 S-n 18 A-dn	300-1 400-1 400-1½ 400-1 400-1½ 800-2	300-1 500-1 500-2 400-1 400-1½ 800-2	200-½ 500-1½ 500-2 400-1 400-2 800-2	Within 2.9 miles, climb to 1,900′ on R191 within 20 miles.
	Intersection E course HUF-LFR and 080° radial HUF-VOR.	Direct	2,000								

4. The instrument landing system procedures prescribed in § 609.11 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Transition to ILS				Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway at—		Ceiling and visibility minimums				If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—
	From—	To—	Course and distance	Minimum altitudes (ft.)			Outer marker	Middle marker	Condition	2 engines or less		More than 2 engines; more than 65 knots	
										65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
BEAUMONT, TEX. Jefferson County, 15′. ILS-IBUJ. LOM-UJ. Combination ILS and ADF. Procedure No. 1. Amendment: Original. Effective date: Commissioning of facility about January 26, 1957.	Beaumont LFR	LOM	Direct	1, 200	S side of NW course: 293° outbound. 113° inbound. 1,400′ within 10 miles. Beyond 10 miles not authorized.	1, 400	1, 400—4. 8	215—0. 4	T-dn C-dn S-dn 11 ILS ADF A-dn ILS ADF	300-1 400-1 300-¾ 400-1 600-2 800-2	300-1 500-1 300-¾ 400-1 600-2 800-2	200-½ 500-1½ 300-¾ 400-1 600-2 800-2	Within 4.8 miles after passing LOM (ADF), climb to 1,400′ on SE course ILS (113) within 20 miles. When directed by ATC, turn left, climb to 1,600′ on R-067 BUJ or turn right, climb to 1,400′ on S course. BUJ LFR within 20 miles. No approach lights.
	Beaumont VOR	LOM	Direct	1, 200									
	Port Arthur LF Intersection.	LOM	Direct	1, 400									
BEAUMONT, TEX., Jefferson County, 15′. (ILS-IBUJ SE course, ILS localizer). Procedure No. 2. Amendment: Original. Effective date: Commissioning of facility about January 26, 1957.	Intersection R-236 LCH and SE course ILS (final).	Parker Intersection.	Direct	900	E side of SE course ILS: 113° outbound. 293° inbound. 1,400′ within 5 miles of Parker Intersection.	No glide slope 900′ (final) over Parker Intersection	Intersection SE course ILS and Parker Intersection to runway 3.2 miles		T-dn C-dn S-dn 29 A-dn	300-1 400-1 400-1 800-2	300-1 500-1 400-1 800-2	200-½ 500-1½ 400-1 800-2	Within 3.2 miles after passing Parker Intersection, climb to 1,400′ on NW course BUJ ILS within 20 miles or when directed by ATC turn left and climb to 1,600′ on R-247 BUJ within 20 miles. Parker Intersection: SE course ILS and R-080 BUJ.
	BUJ VOR	Parker Intersection.	Direct	1, 400									
	ILS LOM	Parker Intersection.	Direct	1, 400									
MILWAUKEE, WIS. General Mitchell 698′. ILS-MKE. Combination ILS VOR (back course approach). Procedure No. 2. Amendment: Original. Effective date: January 26, 1957. Supersedes: None. Major changes: Establishes back course ILS approach.	MKE-VOR	Lake Park Intersection*.	Direct	2, 700	W side of course: 006° outbound. 186° inbound. 2,700′ within 10 miles of *Lake Park Intersection.	No glide slope Final after leaving *Lake Park Intersection to **Harbor Intersection. 186-3.0-1,800	No outer marker Final **Harbor Intersection to runway 19 186-4.0	No middle marker	T-dn C-dn S-dn 19 A-dn	300-1 600-1 400-1 800-2	300-1 600-1 400-1 800-2	200-½ 600-1½ 400-1 800-2	Within 4 miles, climb to 2,000′ on localizer course to MKE-LOM or when directed by ARTC: Make left climbing turn to 2,000′ and proceed to Sun Fish Intersection, via V30. *Lake Park Intersection: MKE-VOR R-100 and N course ILS. **Harbor Intersection: MKE-VOR R-108 and N course ILS. Procedure authorized only when aircraft equipped to receive ILS and VOR simultaneously. CAUTION: 787′ power line ½ mile N of runway 19.
	MKE-LFR	Lake Park Intersection.*	Direct	2, 700									
	MKE-LOM	Lake Park Intersection.*	Direct	2, 700									
	Cardinal Intersection	Lake Park Intersection.*	Direct	2, 700 Final 2, 200									
	Lake Park Intersection*	Harbor Intersection.**	Direct	2, 300 Final 1, 800									
	Radar transition to final approach authorized. Aircraft may be released for final approach without procedure turn at Lake Park Intersection.* Refer to Form ACA-511.5 (GCA) for Milwaukee, Wis., if detailed sector altitudes desired.												

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Transition to ILS				Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway at—		Ceiling and visibility minimums				If visual contact not established upon descent to authorized landing minimums or if landing not accomplished—
										2 engines or less		More than 2 engines (more than 65 knots)	
	From—	To—	Course and distance	Minimum altitudes (ft.)			Outer marker	Middle marker	Condition	65 knots or less	More than 65 knots		
1	2	3	4	5	6	7	8	9	10	11	12	13	14
OAKLAND, CALIF. International, 5′. ILS-Oak. Procedure No. 1. Amendment No. 11. Effective date: January 26, 1957. Supersedes Amendment 10, dated September 8, 1956. Major changes: Adds transition from Sunol Intersection.	Fremont FM HW	Hayward MHW	Direct	2, 600	S side of E course:# 095° outbound. 275° inbound. 3,500′ within 10 miles of HWD MHW. Beyond 10 miles not authorized.	2, 600	HWD MHW 2, 590—8. 2 OM 1, 320—4. 1	205—0. 6	T-dn C-dn S-dn 27R A-dn	300-1 500-1 200-½ 600-2	300-1 600-1 200-½ 600-2	**200-½ 600-1½ 200-½ 600-2	Climb to 2,000′ on NW course OAK LFR within 14 miles or to 2,000′ on 310° radial from OAK VOR within 14 miles (Richmond Intersection) all maneuvering W of course. Missed approaches must cross OAK LFR or VOR at not above 1,500′. This procedure does not meet the obstruction clearance requirements for missed approach altitude. *These transitions authorized day on top only, unless radar vectoring is utilized. #Procedure turn on OAK LFR, VOR, Bay Point FM, and Altamont Intersection transitions only. Upon completion of procedure turn and transition to localizer course inbound. Descent on glide slope to cross Hayward MHW at 2,590′ is authorized. **NOTE: 300-1 required for takeoff on runway 33. ##Descent on glide slope is authorized to cross Hayward MHW at 2,590′. Glide slope must be operative for this transition.
	OAK LFR	Hayward MHW	Direct	3, 500									
	OAK VOR	Hayward MHW	Direct	3, 500									
	Baypoint FM*	Hayward MHW	Direct	6, 000									
	Altamont Intersection*	Hayward MHW	Direct	5, 000									
	Decoto Intersection	Hayward MHW	Direct	2, 600									
	SFO LOM	Fremont MHW	Direct	4, 000									
	SFO LFR	Fremont MHW	Direct	4, 000									
	AGW VOR	Fremont MHW	Direct	3, 500									
	Altamont Intersection	Fremont MHW	Direct	5, 000									
	NUQ LFR	Fremont MHW	Direct	3, 500									
	Sunol Intersection (final)	Hayward MHW	Direct	##5, 000									
	Radar vectoring to final approach localizer course authorized in accordance with procedures approved for surveillance approach.												
SAN FRANCISCO, CALIF. International, 11′. ILS-SFO-LOM-SF. Combination ILS/ADF. Procedure No. 1. Amendment No. 10. Effective date: January 26, 1957. Supersedes Amendment 9, dated September 8, 1956. Major changes: Adds transition from Woodside Intersection.	SFO LFR	*Belmont Intersection (via SE course SFO-LFR).	Direct	1, 700	No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern (1 minimum left turns, 2,000′ minimum altitude) final approach course: 101° outbound. 281° inbound.	1, 700	1, 660—5. 5 ADF over LOM 1,660	230—0. 6	T-dn C-dn	300-1 500-1	300-1 600-1	#200-½ 600-1½	Within 5.5 miles after passing LOM (ADF) climb to 3,000′ on NW course of SFO LFR or on course of 285° from LOM within 20 miles. *After passing through Belmont Intersection, make left turn of approximately 180° to intercept localizer course inbound SE of LOM. #300-1 required for takeoff on runway 19 L/R. CAUTION: This procedure does meet the obstruction clearance requirements for circling minimums due to high terrain SW of airport.
	AGW VOR	LOM	Direct	1, 700					S-dn Runway 28R ILS	200-½	200-½	200-½	
	Moffett LFR	LOM	Direct	1, 700					28 L/R ADF	400-1	400-1	400-1	
	Fremont FMHW	LOM	Direct	1, 700					A-dn ILS	600-2	600-2	600-2	
	OAK LFR	LOM	Direct	ILS 2, 000 ADF 3, 000					ADF	800-2	800-2	800-2	
	OAK VOR	LOM	Direct	ILS 2, 000 ADF 3, 000									
	Half Moon Bay Intersection.	LOM	Direct	3, 000									
	Woodside Intersection	LOM	Direct	1, 700									
	Radar vectoring to final approach localizer course authorized in accordance with procedures approved for surveillance approach.												

These procedures shall become effective on the dates indicated on the procedures.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

[SEAL] JAMES T. PYLE,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 57-54; Filed, Jan. 4, 1957; 8:45 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Navel Orange Reg. 100]

PART 914—NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

LIMITATION OF HANDLING

§ 914.400 *Navel Orange Regulation 100*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 14, as amended (7 CFR Part 914; 21 F. R. 4707), regulating the handling of navel oranges grown in Arizona and designated part of California, effective September 22, 1953, under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The Navel Orange Administrative Committee held an open meeting on January 3, 1957, after giving due notice thereof, to consider supply and market conditions for navel oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such navel oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed on or before the effective date hereof.

(b) *Order.* (1) The quantity of navel oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a. m., P. s. t., January 6, 1957, and ending at 12:01 a. m., P. s. t., January 13, 1957, is hereby fixed as follows:

(i) District 1: 646,800 cartons;
(ii) District 2: 160,332 cartons;
(iii) District 3: Unlimited movement;
(iv) District 4: Unlimited movement.

(2) All navel oranges handled during the period specified in this section are subject also to all applicable size restrictions which are in effect pursuant to this part during such period.

(3) As used in this section, "handled," "District 1," "District 2," "District 3," "District 4," and "carton" have the same meaning as when used in said amended marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: January 4, 1957.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 57-136; Filed, Jan. 4, 1957; 11:20 a. m.]

[Orange Reg. 307]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.820 *Orange Regulation 307*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of all Florida oranges, including Temple oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all oranges, including Temple oranges, grown in the State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on January 2, 1957; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of all oranges, including Temple oranges, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140–51.1186 of this title).

(2) During the period beginning at 12:01 a. m., e. s. t., January 7, 1957, and ending at 12:01 a. m., e. s. t., January 21, 1957, no handler shall ship:

(i) Any oranges, including Temple oranges, grown in the State of Florida, which do not grade at least U. S. No. 1 Bronze;

(ii) Any oranges, except Temple oranges, grown in the State of Florida, which are of a size smaller than a size that will pack 252 oranges, packed in accordance with the requirements of a standard pack, in a standard 1$\frac{3}{5}$ bushel nailed box; or

(iii) Any Temple oranges, grown in the State of Florida, which are of a size smaller than 2$\frac{9}{16}$ inches in diameter, which shall be the largest measurement at a right angle to a straight line running from the stem to the blossom end of the fruit, except that a tolerance of 10 percent, by count, of Temple oranges smaller than such minimum diameter shall be permitted, which tolerance shall be applied in accordance with the provisions for the application of tolerances specified in the United States Standards for Florida Oranges and Tangelos (§§ 51.1140-51.1186 of this title).

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: January 3, 1957.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 57-104; Filed, Jan. 4, 1957; 8:49 a. m.]

[Grapefruit Reg. 255]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.821 *Grapefruit Regulation 255*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of all Florida grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of all grapefruit, grown in the State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the department after an open meeting of the Growers Administrative Committee on January 2, 1957; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of all grapefruit, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade, standard pack, and standard box, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Grapefruit (§§ 51.750-51.790 of this title); and the term "mature" shall have the same meaning as set forth in section 601.16 Florida Statutes, Chapters 26492 and 28090, known as the Florida Citrus Code of 1949, as supplemented by section 601.17 (Chapters 25149 and 28090) and also by section 601.18, as amended June 2, 1955 (Chapter 29760).

(2) During the period beginning at 12:01 a. m., e. s. t., January 7, 1957, and ending at 12:01 a. m., e. s. t., January 21, 1957, no handler shall ship:

(i) Any seeded grapefruit, grown in the State of Florida, which are not mature and do not grade at least U. S. No. 1 Bronze;

(ii) Any seeded grapefruit, grown in the State of Florida, which are of a size smaller than a size that will pack 70 grapefruit, packed in accordance with the requirements of a standard pack, in a standard nailed box;

(iii) Any seedless grapefruit, grown in Regulation Area I, which are not mature and do not grade at least U. S. No. 1 Bronze;

(iv) Any seedless grapefruit, grown in Regulation Area II which are not mature and do not grade at least U. S. No. 1 Bronze: *Provided,* That not to exceed 40 percent, by count, of such grapefruit may be damaged, but not seriously damaged, by scars; or

(v) Any seedless grapefruit, grown in the State of Florida, which are of a size smaller than a size that will pack 96 grapefruit, packed in accordance with the requirements of a standard pack, in a standard nailed box.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: January 3, 1957.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 57-105; Filed, Jan. 4, 1957; 8:49 a. m.]

[Tangerine Reg. 183]

PART 933—ORANGES, GRAPEFRUIT, AND TANGERINES GROWN IN FLORIDA

LIMITATION OF SHIPMENTS

§ 933.822 *Tangerine Regulation 183*—(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 33, as amended (7 CFR Part 933), regulating the handling of oranges, grapefruit, and tangerines grown in the State of Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendations of the committees established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of Florida tangerines, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. Shipments of tangerines, grown in the State of Florida, are presently subject to regulation by grades and sizes, pursuant to the amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after an open meeting of the Growers Administrative Committee on January 2, 1957; such meeting was held to consider recommendations for regulation, after giving due notice of such meeting and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including the effective time hereof, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such tangerines; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period hereinafter set forth so as to provide for the continued regulation of the handling of tangerines, and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order; and terms relating to grade and standard pack, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Florida Tangerines (§§ 51.1810-51.1836 of this title).

(2) During the period beginning at 12:01 a. m., e. s. t., January 7, 1957, and ending at 12:01 a. m., e. s. t., January 21, 1957, no handler shall ship:

(i) Any tangerines, grown in the State of Florida, that do not grade at least U. S. No. 1; or

(ii) Any tangerines, grown in the State of Florida, that are of a size smaller than the size that will pack 210 tangerines, packed in accordance with the requirements of a standard pack, in a half-standard box (inside dimensions 9½ x 9½ x 19⅛ inches, capacity 1,726 cubic inches).

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: January 3, 1957.

[SEAL] S. R. SMITH,
Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 57-106; Filed, Jan. 4, 1957; 8:49 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 52]

UNITED STATES STANDARDS FOR GRADES OF FROZEN LIMA BEANS

EXTENSION OF TIME FOR SUBMISSION OF WRITTEN DATA, VIEWS OR ARGUMENTS

A proposed amendment of United States Standards for Grades of Frozen Lima Beans was set forth in a notice which was published in the FEDERAL REGISTER on November 10, 1956 (21 F. R. 8777).

In consideration of comments and suggestions received indicating the need for further study of the proposed change, notice is hereby given of an extension until February 15, 1957, of the period of time within which written data, views, or arguments may be submitted by interested parties for consideration in connection with the aforesaid proposed amended United States Standards for Grades of Frozen Lima Beans.

Dated: December 31, 1956.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator, Marketing Services.

[F. R. Doc. 57-75; Filed, Jan. 4, 1957; 8:46 a. m.]

[7 CFR Part 945]

TOMATOES GROWN IN FLORIDA

NOTICE OF PROPOSED EXPENSES AND RATE OF ASSESSMENT

Notice is hereby given that the Secretary of Agriculture is considering the approval of the expenses and rate of assessment hereinafter set forth, which were recommended by the Florida Tomato Committee, established pursuant to Marketing Agreement No. 125 and Order No. 45 (7 CFR Part 945) regulating the handling of tomatoes grown in Florida, issued under the Agricultural Marketing Agreement Act of 1937, as amended (48 Stat. 31, as amended; 7 U. S. C. 601 et seq.).

Consideration will be given to any data, views, or arguments pertaining thereto, which are filed in triplicate with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D. C., not later than 10 days following publication of this notice in the FEDERAL REGISTER. The proposals are as follows:

§ 945.202 *Expenses and rate of assessment.* (a) The reasonable expenses that are likely to be incurred by the Florida Tomato Committee, established pursuant to Marketing Agreement No. 125 and Order No. 45, to enable such committee to perform its functions pursuant to the provisions of aforesaid marketing agreement and order, during the fiscal period ending July 31, 1957, will amount to $97,000.00.

(b) The rate of assessment to be paid by each handler, pursuant to Marketing Agreement No. 125 and Order No. 45, shall be one cent ($0.01) per 60-pound crate of tomatoes, or respective equivalent quantities thereof, handled by him as the first handler thereof during said fiscal period.

(c) The terms used in this section shall have the same meaning as when used in Marketing Agreement 125 and Order No. 45.

(49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: January 2, 1957.

[SEAL] FLOYD F. HEDLUND,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 57-86; Filed, Jan. 4, 1957; 8:48 a. m.]

[7 CFR Part 975]

[Docket No. AO-179-A-15]

HANDLING OF MILK IN CLEVELAND, OHIO, MARKETING AREA

NOTICE OF RECOMMENDED DECISION AND OPPORTUNITY TO FILE WRITTEN EXCEPTIONS WITH RESPECT TO PROPOSED AMENDMENTS TO TENTATIVE MARKETING AGREEMENT, AND TO ORDER, AS AMENDED

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), notice is hereby given of the filing with the Hearing Clerk of this recommended decision of the Deputy Administrator, Agricultural Marketing Service, United States Department of Agriculture, with respect to proposed amendments to the tentative marketing agreement and to the order, as amended, regulating the handling of milk in the Cleveland, Ohio, marketing area. Interested parties may file written exceptions to this decision with the Hearing Clerk, United States Department of Agriculture, Washington 25, D. C., not later than the close of business the 5th day after publication of this decision in the FEDERAL REGISTER. The exceptions should be filed in quadruplicate.

Preliminary statement. The hearing on the record of which the proposed amendments, as hereinafter set forth, to the tentative marketing agreement and to the order, as amended, were formulated, was conducted at Cleveland, Ohio, on October 10–12, 1956, pursuant to notice thereof which was issued October 3, 1956, (21 F. R. 7686).

The material issues on the record of the hearing relate to:

1. Revision of the Class I price as to:
   (a) Level.
   (b) Seasonality.
   (c) Supply demand adjustment.
2. Level of the Class III milk price.
3. Changes in the eligible milk quota plan concerning:
   (a) Quota rules.
   (b) Quotas for new producers.
   (c) Number of operating months.
4. Classification of milk moved to, or allocation of milk from plants regulated under other Federal orders.
5. Revision of location adjustments.
6. Review of other provisions affecting:
   (a) Classification of cream moved to distant plants.
   (b) Exemption of handlers doing business in the marketing area.
   (c) Allocation of shrinkage on producer milk transferred in bulk between pool plants.
   (d) Certain administrative procedures.

1. The level, seasonally and supply-demand adjustment of the price for Class I milk.

The price for Class I milk under the Cleveland order is determined by adding to a basic formula price $1.40 for the months of February through July and $1.85 for other months. The price is subject to adjustment of not more than 25 cents on the basis of supply-sales relationship in the immediately preceding two-month period. The supply-demand adjustment has been suspended for the months of October, November and December 1956, pending this hearing and action on the record thereof.

Producer groups proposed that the Class I differential be $2.25 for all months of the year and that supply-demand adjustment be based upon the ratio of combined receipts to Class I utilization for the Cleveland, Akron and Stark County markets as compared with revised standard utilization percentages. These proposals raise three separate issues which will be considered separately: the level of the Class I differential, seasonal changes in the Class I differential, and the supply-demand adjustment of the Class I price.

(a) *The level of the Class I price differential.* In support of the proposal to increase the Class I price differential to $2.25 producers cite increased production costs, feed shortages, premiums over minimum order prices currently being paid by Cleveland handlers, and competitive prices paid by nearby markets, regulated and otherwise, with which Cleveland competes for supplies.

It is difficult to evaluate, at this time, the effect that these factors have had on the Cleveland milk supply. As of May 1, 1955, an increase in the marketing area added substantial volumes of receipts and sales to the Cleveland pool. As of August 1955, a plant with substantial receipts and sales which, up to that time, were included in the Cleveland pool became subject to the Akron order. For the year 1954, producer receipts were 154 percent of milk and cream sales whereas for 1955 this ratio had declined to 143 percent. For the first eight months of 1956, monthly ratios of receipts to sales averaged 133 percent as compared to 152 percent for the same months of 1955. Supplies during January through April of this year were only slightly higher than a year ago, while sales were substantially higher. Supplies in May, June and July were substantially less than a year earlier with sales only slightly higher. The change in the seasonal pattern of producer deliveries noted elsewhere in this decision was most marked during this period. Adverse weather conditions also had some probable effect on milk supplies in the early summer months of 1956. It is significant, however, that for August supplies and sales were about identical with those of a year earlier, and that a ratio of receipts to sales at approximately the 1955 level has continued through October. It must be concluded that the level of milk supply in what is normally the short season of production has been maintained, and that no increase in the level of the fixed Class I price differential is required to encourage additional production.

(b) *Seasonal changes in the Class I differential.* Seasonal changes in the Class I differential should be retained at this time.

Producers and handlers are united in the support of a uniform Class I differential throughout the months of the year. Producers supported a uniform differential at a higher annual level than that now prevailing while handlers' support was for a uniform differential applicable in all months of the year at approximately the present annual average level.

The support for elimination of seasonality in the Class I price differential is based largely on the claim that (1) Class I sales are lost as resale prices change with seasonal changes in producer prices, and (2) the eligible milk quota plan eliminates need for seasonal pricing.

The record indicates, however, that seasonal pricing is used in the nearby unregulated Youngstown market, and in the unregulated (Federally) Pittsburgh market which competes for supplies in the Cleveland supply area. Cleveland also competes for supplies with the Detroit and Toledo markets, the orders for which include seasonal pricing. Consideration is now being given to regulation of an area between Cleveland and Toledo for which price alignment would be particularly difficult if the discrepancy in price patterns of these two markets were widened.

It is concluded that changes in the seasonal patterns of pricing in the Cleveland market should be deferred until such time as its adoption could promote greater uniformity in pricing patterns between markets rather than have the contrary effect.

(c) *Supply-demand adjustment.* The supply-sales relationship used as a basis for adjustment of the Class I price should be that of the combined receipts and sales of the Cleveland-Akron-Stark County markets. The standard utilization percentages, deviations from which result in price adjustment, should be revised to reflect the changed seasonal patterns of utilization to be expected in the markets and the level of reserve supply required by present marketing practices.

The Class I prices of the Akron and Stark County orders are maintained in fixed alignment with that of the Cleveland order and it is proposed that such alignment be maintained in a merged order to regulate the handling of milk in the combined Akron-Stark County marketing area. Cleveland handlers make substantial sales of milk in the Akron-Stark County area. An Akron handler operates more than 30 dairy stores in the Cleveland marketing area. The Akron-Stark County supply area lies wholly within the Cleveland milkshed. Presently supplies of milk associated with the Cleveland pool and sales by handlers regulated under the Cleveland order determine the supply-demand adjustment of the Class I price affecting the three markets. Intermarket competition for supplies or sales may readily affect the Class I price of all markets without any change in the overall supply or sales volumes merely by transfer of supply or sales from one plant to another. Since the competitive situation is such as to require fixed alignment of Class I prices, it is appropriate that the ratio of total supplies to total sales should be the basis for adjustment of Class I prices to supply-demand conditions.

A very substantial change in the seasonal pattern of production has taken place in the Cleveland market in the past two years. Seasonal variations in deliveries per producer and for the market as a whole are not nearly as great as in former years. Daily deliveries per producer in May 1956 were 123 percent of those in November 1955. May 1954 daily deliveries per producer were 160 percent of those for November 1953. Total market deliveries for May 1956 were only 117 percent of those for the preceding November. Somewhat similar changes in the seasonal pattern of deliveries appear to have taken place in the Akron-Stark County market.

The eligible milk quota plan under which payments were first made in the Cleveland market in April–June 1956 on quotas established by deliveries in the last three months of 1955 undoubtedly has had considerable effect in leveling the seasonality of deliveries the past year. Adverse weather conditions in the months of normally flush production may also have contributed.

The standard utilization percentages presently included in the order were based upon experience prior to 1955 with some adjustment for the expected effect of the eligible milk quota plan then being included in the order. It is now evident that these percentages do not reflect the seasonal pattern of utilization that can now be expected in the market. The seasonal pattern of utilization in the three markets has likewise changed and follows rather closely that now to be expected in the Cleveland market.

With lower seasonal variations in supplies more reserve supplies can be carried in the short season without burdensome spring surpluses. Producers in the Cleveland market have leveled production in part by decreasing spring production and in part by increasing fall production. Standard utilization percentages can reflect a somewhat higher short season supply without reflecting any increase in the annual average level of supply since correspondingly lower percentages will apply for the spring season.

It is concluded that the standard utilization percentages with which the combined Cleveland-Akron-Stark County ratio of receipts to sales will be compared should be as follows:

Month priced	2-month period used	Standard utilization percentage
January	November-December	123
February	December-January	126
March	January-February	129
April	February-March	132
May	March-April	135
June	April-May	144
July	May-June	149
August	June-July	144
September	July-August	131
October	August-September	125
November	September-October	123
December	October-November	122

The simple average of these percentages is about four points less than that of those presently included in the order. The higher utilization for the combined markets as compared with the Cleveland market will approximately offset the results of this change in the standard.

2. The Class III milk price should not be revised.

The Class III milk price is now determined by using the basic formula price which is the higher of a group of midwest condenseries or a butter-powder formula.

Wayne Cooperative Milk Producers proposed the Class III milk price should be the basic formula price less 20 cents. Reasons given by this cooperative for the reduction in price were as follows:

(1) The price it pays for surplus milk must be comparable to the prices paid by its competitors and from January 1956, through August 1956, the Class III price has been 17 cents per hundredweight higher than the support price for manufacturing milk as announced by the Department, (2) that there are difficulties involved in marketing manufactured dairy products made from surplus milk due to variations in volume, (3) that their costs in the manufacture of butter and powder exceed by 25 cents per hundredweight their returns for such products, (4) that the Class III price for the first 8 months of 1956 has averaged 9.6 cents above the price for milk for

similar use in the Federally regulated markets of Fort Wayne, Detroit, Dayton-Springfield, Cincinnati, Chicago, Toledo and Lima, and (5) that the make allowance of 55.6 cents as provided in the butter-powder formula is 19.4 cents below their cost of operation.

Other handlers did not offer direct testimony concerning the level of the Class III price but in their briefs stated that such milk should be priced in relation to its recovery value.

In opposing, three other producer groups testified that a reduction in the Class III milk price would decrease returns to all producers for their milk deliveries. It was claimed that a Class III price too low serves to encourage plants with manufacturing facilities to carry more than an adequate reserve supply to insure Class I or fluid milk market requirements.

The amount of milk classified as Class III milk in 1954 averaged 26 percent of all producer receipts, in 1955 it averaged 25 percent, and for the first nine months of 1956, 21.1 percent. Milk utilized as nonfat dry milk represented 19.6 percent of producer receipts in 1954, 13.4 percent in 1955 and 8.2 percent for the first nine months of 1956. Amounts used to produce butter represented 1.5 percent of producer receipts in 1954, 0.8 percent in 1955 and in the first nine months of 1956 seven-tenths of one percent.

The proponent cooperative operates two pool plants under this order, one of which is located at Fort Wayne, Indiana; the other at Coldwater, Michigan. There is direct competition for supply at these two Cleveland pool plants with the Fort Wayne and Detroit market supplies. Consequently, a comparison of price for milk in these markets is more appropriate than with more distant ones. The Federal order prices in Fort Wayne and Detroit markets for milk used to produce products similar to Cleveland order Class III products are in close alignment with the Cleveland Class III price.

Present indications are that the quantities of milk which need to be utilized as Class III are being reduced. In 1954 this order was amended to include a plan to achieve more level seasonal production. This plan has tended to alleviate the problem of excessive amounts of producer milk for use as Class III both annually and seasonally.

The Federal order markets of Akron and Stark County use the basic formula to price milk of corresponding use to the Cleveland Class III milk. The fact that several handlers have plants in two or more of these markets, the ease with which they can shift manufacturing operations by transferring or diverting producers, and the close competition between them makes it highly desirable that prices for milk used to produce manufactured products in all three markets be held in close alignment.

A level of prices for Class III milk should be provided so as to encourage the transfer of milk from manufacturing to higher-valued uses. The Class III milk price as now determined in this order reflects an appropriate value for milk used to produce manufactured dairy products. The request to decrease the Class III milk price by 20 cents is denied.

3. The provisions concerning quota rules should be revised. The number of operating months should not be changed and no additional provisions should be added for establishment of quotas by new producers.

The order presently provides for transfer of a producer quota from one producer to another.

Producers proposed that transfer of quotas be limited to those cases in which (a) a member of the immediate family carries on the dairy operation on the same farm in the event of a producer's death or (b) there is a division between joint holders of a quota.

Considerable administrative detail is involed in the provisions for unlimited transfers of quotas. Since the quota plan is effective in determining producer payments in only three months of each year and since all producers must establish new quotas each year, there is little need to provide for widespread transfers of quotas involving such administrative detail. The proposed rules will provide an administratively feasible plan for the necessary transfers of quotas in cases of death in a family or where partnerships are dissolved. They should be adopted.

Certain handlers proposed that the quota operating period be extended to include February through July with provision for quotas to new producers entering the market. Handlers believe the quota plan has been highly effective during the relatively short time it has been a part of this order. It was their contention that an extension of the quota operating periods from three to six months would further the effectiveness of the quota plan in obtaining more even production. It was further contended that, (a) the even producer should receive a greater share of the Class I price for a longer period of time than now provided and (b) more encouragement to level production should be provided to those producers who have been less responsive to the plan. Handlers also contended new producers should be provided a quota so they would be encouraged to enter the market any time available and needed.

Three producer groups in opposing the extension of the quota operating period and provision for making quotas other than in the three quota forming months stated: (a) The market has adequate reserve supplies without the necessity of providing quotas for new producers and (b) the division of returns among producers is of primary concern to producers, who in this incidence, oppose any change in the order effecting their returns.

Significant changes in the pattern of production did occur during the first year the quota plan was operative in this order. During the April through June quota operating period, approximately one-third of all producers were within quota and 61 percent produced within 125 percent of quota. It is notable that 20 percent of all producers averaged over 500 pounds of milk per day. About half of this group were within quota and 85 percent were within 125 percent of quota. Of those producers averaging under 500 pounds of milk per day, 30 percent were within quota and 56 percent within 125 percent of quota.

Producers may enter the market at any time. Present order provisions provide payment to producers who have no quota at the uniform price, except April through June, when such producers would receive payment at the ineligible milk price.

In view of the above facts additional time should be provided for the operation of the present order provisions dealing with the quota operating period before any substantial change is made. The proposals to extend the quota operating period from three to six months and provision of quotas for new producers should not be adopted at this time.

4. No change in the Cleveland order should be made on the basis of this record to change the classification of milk moved to, or the allocation of milk received from plants regulated under other Federal orders.

Two separate sets of proposals affecting movements of milk between Cleveland pool plants and plants regulated by other Federal orders were presented by handlers. One such set of proposals related specifically to movements involving Akron-Stark County plants, while the other set of proposals would have more general application.

In general it was proposed to (a) permit shipments to Akron-Stark County plants to count toward qualification of a supply plant for pool plant status under the Cleveland order, (b) permit classification of milk transferred from Cleveland pool plants to plants subject to other orders to be as agreed upon by the handlers involved, as classification of milk transferred between Cleveland pool plants is now determined, and (c) to exempt receipts of milk transferred to Cleveland plants from plants subject to other orders from yielding prior claim for Class I use to receipts of Cleveland pool milk.

This record indicates that nearby markets under Federal regulation depend to some extent on the supply of Cleveland pool milk for reserve supplies in seasons of short supply. The availability of Cleveland reserve supplies relieves such markets of the necessity of carrying fully adequate reserve supplies, and provides opportunity for maintenance of high Class I utilization in such markets. The changes proposed in the Cleveland order would not serve to meet this situation. This fact was recognized by the proponents who indicated that identical amendments in other orders would be required.

The principle of assigning producer milk under each order to the highest priced available use should be waived in favor of milk from another regulated market only on the basis of specific evidence that the exporting market performs services for the receiving market which merit special consideration. Such consideration could only be given to intermarket movements in a single direction. Under such circumstances classification and allocation should be based on specific rules designed to fit the circumstances rather than upon agreement of handlers. There is nothing in this record to indicate that Cleveland depends upon other markets for services that would warrant the changes proposed in the Cleveland order.

5. Provisions for location adjustments on milk received at plants less than 60 miles from Cleveland should be revised to conform with those applicable elsewhere and the minimum distance at which adjustments apply should be increased from 30 to 40 miles.

Under the present provisions of the Cleveland order, the value of milk received from producers at a pool plant located more than 30 miles but not more than 60 miles from the Public Square in Cleveland is computed at the class prices applicable to plants located in Cleveland, and the handler operating such plant is credited with paying the f. o. b. Cleveland producer prices in determining his pool debit or credit. He is permitted, however, to deduct 13 cents per hundredweight (except with respect to ineligible milk) in making settlement to producers. At plants located more than 60 miles from Cleveland, handler location adjustments are used in computing the value of milk classified as Class I or Class II milk. Location adjustments at the same rate apply to the producer price for all except ineligible milk.

Within the 30–60 mile zone there are presently three supply plants and nine bottling plants. A group of producers delivering milk to one of the supply plants proposed that the permissive deduction of 13 cents from producer prices in this zone be deleted. This particular plant has not taken the full 13-cent deduction any of the last 20 months and in 7 of these months has paid full f. o. b. Cleveland price or more. At the other two supply plants the 13-cent deduction is taken with much greater regularity.

These supply plants are located in areas from which many farmers now deliver their milk directly to bottling plants in Cleveland. The 13-cent differential represents fairly well the average amount that producers supplying these plants save in farm to plant hauling costs as compared to delivernig their milk to Cleveland. Premium payments at these locations have resulted more from competition from other markets, principally Akron, than from competition with direct delivery to Cleveland. Cleveland handlers procuring direct shipped supplies from the competitive area have also paid premiums.

Location adjustments should be retained within the 60-mile zone but should be consistent with those prevailing at more distant plants. The handler credit should be restricted to Class I and II milk. Present provisions encourage Class III use of milk located nearest the marketing area.

The bottling plants in the present 30–60 mile zone became subject to the order May 1955 when the marketing area was expanded. Those located within 40 miles of Cleveland are in no position to take advantage of the 13-cent deduction provision. At Painesville, Ohio, one plant is 28.3 miles from Cleveland and three others are between 33 and 34 miles. Eliminating provision for location adjustments within the 30–40 mile zone will eliminate difference in treatment of nearby plants serving essentially the same segment of the marketing area.

The decision to make 40–60 mile location adjustment provisions consistent with those applicable beyond 60 miles renders unnecessary certain technical correction of the present provisions proposed at the hearing.

6. *Review of other provisions.*

Cream transfers to distant nonpool plants. The order presently classifies as Class I milk transfers to nonpool plants located more than 265 miles from Cleveland in forms specified as Class I milk when disposed of for fluid consumption. A handler proposed that this rule of automatic classification on the basis of mileage not apply to transfers in the form of cream. He proposed that instead the provisions applicable to movements within 265 miles, certification of use by the receiver and privilege of audit by the market administrator, apply. Determination of use of cream shipped to distant plants would involve considerable administrative expense. The record shows no lack of facilities for disposition of Class III milk within the 265 mile zone. It is concluded that no change in the transfer provisions should be made on the basis of this record.

Exemption of handlers doing little business in the marketing area. The order presently exempts from regulation plants from which routes entering the marketing area dispose of less than an average of 300 units (quarts of milk or equivalent) daily. A handler proposed deletion of this exemption. Only one handler is presently selling milk in the area under this exemption, continuing minor sales in a portion of the marketing area added by the amendment effective May 1955.

The provision provides a feasible means of avoiding full regulation of plants whose association with the marketing area is of such a minor and incidental nature that such regulation would accomplish nothing. It should be retained.

Allocation of shrinkage on producer milk transferred in bulk between pool plants. It was proposed that provisions be made for handlers to agree upon an equal division of the two percent shrinkage allowance on producer milk transferred in bulk between pool plants. The order presently reserves the entire allowance to the plant receiving the milk from producers. Optional agreement between the handlers was proposed because some supply arrangements in the Cleveland market entail considerably more opportunity for plant loss to the plant receiving milk from producers than is normally the case.

Processing plants which receive bulk shipments from supply plants encounter losses in processing and packaging such milk. The present provisions limit the application of the shrinkage allowance on milk so handled to the operations carried out by the supply plant. Within the overall two percent limit plant losses incurred in later operations should be allowed the same as if all processing were done in the plant at which milk is received from producers. The proposal represents a practical means for accomplishing this and should be adopted.

Certain administrative procedures. Certain changes of an administrative nature should be made. The present provision requiring a pool plant operator to notify the market administrator on or before January 31 of his desire for his operation to continue as a pool plant will be changed so that such plant will continue to be a pool plant, if so qualified, unless written advice to the contrary is furnished the market administrator. This change in order language should be made.

A typographical error in § 975.75 (a) should be corrected so that the order will correctly describe the procedure for calculation of the eligible milk price.

Rulings on proposed findings and conclusions. Briefs were filed on behalf of interested parties. The briefs contained suggested findings of fact, conclusions, and arguments with respect to the proposals considered at the hearing. Every point covered in the briefs was carefully examined along with the evidence in the record in making the findings and reaching the conclusions hereinbefore set forth. To the extent that the suggested findings and conclusions are inconsistent with the findings and conclusions contained herein the request to make such findings or to reach such conclusions is denied.

General findings. (a) The tentative marketing agreement and the order, as amended, and as hereby proposed to be further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(b) The parity prices of milk as determined pursuant to section 2 of the Act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, and the minimum prices specified in the proposed marketing agreement and the order, as amended, and as hereby proposed to be further amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest; and

(c) The tentative marketing agreement and the order, as amended, and as hereby proposed to be further amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity specified in, a marketing agreement upon which a hearing has been held.

Recommended marketing agreement and order amending the order, as amended. The following order amending the order, as amended, regulating the handling of milk in the Cleveland, Ohio, marketing area is recommended as the detailed and appropriate means by which the foregoing conclusions may be carried out. The recommended marketing agreement is not included in this decision because the regulatory provisions thereof would be the same as those contained in the order, as amended, and as hereby proposed to be further amended:

1. In § 975.30 (b) following the phrase "such plant shall" delete the words "upon written application to the market administrator on or before January 31 of any year" and substitute therefor "unless written advice to the contrary is furnished the market administrator on or before January 31".

2. Add the following as § 975.52 (c).

(c) Where producer milk is transferred in bulk from a pool plant to the pool plant of another handler, and the operators of such plants have so requested the market administrator in writing prior to the delivery period within which the transfer occurred, the maximum allowance for shrinkage pursuant to § 975.51 (c) (3) with respect to such milk shall be divided equally between the transferor and transferee plants.

3. Delete § 975.61 and substitute therefor the following:

§ 975.61 *Class I milk prices.* The respective minimum prices per hundredweight to be paid by each handler, f. o. b. his plant for milk received from producers or from a pool plant of a cooperative association, during the delivery period which is classified as Class I milk, shall be as follows as computed by the market administrator:

(a) Add to the basic formula price the following amount for the period indicated:

Delivery period:	*Amount*
February through July	$1.40
All others	1.85

(b) Add or subtract a "supply-demand adjustment" computed as follows:

(1) With respect to receipts and utilization of the Cleveland and Akron-Stark County, Ohio, marketing areas during the first and second months preceding the delivery period, combine into separate totals:

(i) The total quantity of milk received from producers defined in § 975.8 and in § 960.7 of the order regulating the handling of milk in the Akron-Stark County, Ohio, marketing area; and

(ii) The gross quantity of milk utilized as Class I at pool plants pursuant to § 975.30 and to § 960.5 of the order regulating the handling of milk in the Akron-Stark County, Ohio, marketing area, exclusive of interhandler and intermarket transfers between such plants.

(2) Divide the result obtained in subparagraph (1) (i) of this paragraph by that obtained in subparapragh (1) (ii) of this paragraph, multiply by 100, and round to the nearest whole number. This result shall be known as the "current utilization percentage."

(3) Compute a "deviation percentage" by subtracting from the current utilization percentage computed in subparagraph (2) of this paragraph the "standard utilization percentage" shown below:

Month for which the price is being computed:	*Standard utilization percentage*
January	123
February	126
March	129
April	132
May	135
June	144
July	149
August	144
September	131
October	125
November	123
December	122

(4) Determine the amount of the supply-demand adjustment from the following schedule:

Deviation percentage:	*Amount of supply-demand adjustment (cents)*
+13 or over	−25
+10 or +11	−19
+7 or +8	−13
+4 or +5	−7
+2 or −2	0
−4 or −5	+7
−7 or −8	+13
−10 or −11	+19
−13 or below	+25

When the deviation percentage does not fall within the tabulated brackets, the adjustment shall be determined by the adjacent bracket which is the same as or nearest to the bracket used in the previous month.

4. Delete § 975.66 and substitute therefor the following:

§ 975.66 *Quota rules.* (a) Except as provided in paragraph (b) of this seciton, an eligible milk quota shall apply to deliveries of milk by the producer for whose account that milk was delivered to a handler(s) during the quota forming period;

(b) A producer may transfer his daily quota during the period of April through June by notifying the market administrator in writing before the first day of any delivery period that such quota is to be transferred to the person named in such notice, but under the following conditions only:

(1) In the event of the death of a producer, the entire daily quota may be transferred to a member of such producer's immediate family who carries on the dairy operation on the same farm;

(2) If a quota is held jointly and such joint holding is terminated on the basis of written notice to the market administrator from the joint holders, the entire daily quota may be transferred to one of the joint holders, or divided in accordance with such notice between the former joint holders if they continue dairy farm operations.

5. Delete § 975.71 and substitute therefor the following:

§ 975.71 *Location adjustment to handlers.* In computing the value of such quantities of milk as are received at a pool plant located 40 miles or more, by the shortest highway distance from the Public Square in Cleveland, Ohio, as determined by the market administrator, and classified as Class I or Class II milk, there shall be deducted:

(a) 13 cents per hundredweight, if such distance is more than 40 miles but not more than 60 miles; and

(b) 20 cents per hundredweight, if such distance is more than 60 miles but not more than 74 miles, and 2 cents per hundredweight additional for each 14 miles or fraction thereof in excess of 74 miles.

(c) For the purpose of determining the respective quantities of Class I and Class II milk subject to the location adjustment, each pool handler's utilization of Class I and Class II milk during the month at pool plants as defined in § 975.30 (a) shall be allocated first to receipts of milk from producers' farms at such plants and then to the receipts of producer milk from pool plants as defined in § 975.30 (b) in the order of their nearness to the Public Square in Cleveland, Ohio, by shortest highway distance as determined by the market administrator.

6. In § 975.73 (c) delete "§ 975.81 (b)" and substitute therefor "§ 975.81".

7. In § 975.75 (a) delete "§ 975.73 (a) through (c)" and substitute therefor "§ 975.73 (a) through (e)".

8. In § 975.81 (a) delete "30 miles" and substitute therefor "40 miles".

Issued at Washington, D. C., this 2d day of January 1957.

[SEAL] ROY W. LENNARTSON,
Deputy Administrator.

[F. R. Doc. 57-90; Filed, Jan. 4, 1957; 8:48 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

[29 CFR Parts 686, 687, 699, 704]

[Administrative Order 475]

LEATHER, LEATHER GOODS, SHOE, AND RELATED PRODUCTS INDUSTRY; TEXTILE AND TEXTILE PRODUCTS INDUSTRY; AND HOSIERY INDUSTRY

APPOINTMENTS TO INVESTIGATE CONDITIONS AND RECOMMEND MINIMUM WAGES; NOTICE OF HEARING

Pursuant to authority under the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended; 29 U. S. C. 201, et seq.), and Reorganization Plan No. 6 of 1950 (5 U. S. C. 611), I hereby appoint, convene, and give notice of the hearings of Industry Committee No. 28–A for the leather, leather goods, shoe, and related products industry in Puerto Rico, Industry Committee No. 28–B for the textile and textile products industry in Puerto Rico, and Industry Committee No. 28–C for the hosiery industry in Puerto Rico.

Industry Committee No. 28–A is composed of the following representatives:

For the public: Leo C. Brown, Chairman, St. Louis, Mo.; Marlin M. Volz, Kansas City, Mo.; Hiram Cancio, Rio Piedras, P. R.

For the employees: Joseph McGonigal, Mt. Vernon, Ill.; Philip G. Salem, Lawrence, Mass.; Prudencio Rivera-Martinez, San Juan, P. R.

For the employers: Oscar Castro-Rivera, San Juan, P. R.; Joseph Miller, Washington, D. C.; Luis Benitez-Carle, Manati, P. R.

For the purpose of this order the leather, leather goods, shoe, and related products industry in Puerto Rico is defined as follows:

(a) The curing, tanning, or other processing of hides, skins, leather or furs and the manufacture of products therefrom; (b) the manufacture from artificial leather, fabric, or similar materials of suitcases, brief cases, wallets, billfolds, coin purses, card cases, key cases, cigarette cases, watch straps, pouches, tie cases, toilet kits, checkbook covers, and like articles; (c) the manufacture of baseballs and softballs covered with leather, artificial leather, fabric or similar materials; (d) the manufacture or partial manufacture of footwear from any material and by any process except knitting, crocheting, vulcanizing of the entire article, or vulcanizing of the sole to the upper, including, but without limitation, shoes, slippers, sandals, moccasins, boots, boot tops, puttees (except spiral puttees), athletic shoes, burial shoes, and shoes completely rebuilt in a shoe factory; (e) the manufacture from any material (except rubber or composition of rubber, molded to shape) of cut stock and findings for footwear, including, but without limitation, heels, linings, vamps, quarters, outsoles, midsoles, insoles, taps, lifts, rands, toplifts, bases, shanks, boxtoes, counters, stays, stripping, sock linings, heel pads, pasted shoe stock, and bows, ornaments and trimmings; and (f) the manufacture of boot and shoe patterns: *Provided, however,* That this definition shall not include the manufacture of bows, ornaments and trimmings by a manufacturer not otherwise covered by this definition; the manufacture of woodheel blocks; and the manufacture of any products included in the Button, Buckle, and Jewelry Industry, the Fabric and Leather Glove Industry, the Men's and Boys' Clothing and Related Products Industry, and the Needlework and Fabricated Textile Products Industry, as defined in the wage orders for those industries in Puerto Rico.

Industry Committee No. 28-B is composed of the following representatives:

For the public: Leo C. Brown, Chairman, St. Louis, Mo.; Marlin M. Volz, Kansas City, Mo.; Hiram Cancio, Rio Piedras, P. R.

For the employees: Joseph McGonigal, Mt. Vernon, Ill.; Philip G. Salem, Lawrence, Mass.; Prudencio Rivera-Martinez, San Juan, P. R.

For the employers: Oscar Castro-Rivera, San Juan, P. R.; Joseph Miller, Washington, D. C.; Robert L. Rogers, Ponce, P. R.

For the purpose of this order the textile and textile products industry in Puerto Rico is defined as follows:

The preparation of textile fibers, including the ginning and compressing of cotton; the manufacture of batting, wadding, and filling; the manufacture of yarn, cordage, twine, felt, woven and kitted fabrics, and lace-machine products, from cotton, jute, sisal, coir, maguey, silk, rayon, nylon, wool, or other vegetable, animal, or synthetic fiber, or from mixtures of these fibers; and the manufacture of blankets, textile bags, mattresses, quilts, pillows, hairnets, oilcloth and artificial leather containing a textile base, woven carpets and rugs, and hooked or punched rugs and carpeting: *Provided, however,* That the definition shall not include the chemical manufacturing of synthetic fiber and such related processing of yarn as is conducted in establishments manufacturing synthetic fiber.

Industry Committee No. 28-C is composed of the following representatives:

For the public: Leo C. Brown, Chairman, St. Louis, Mo.; Marlin M. Volz, Kansas City, Mo.; Hiram Cancio, Rio Piedras, P. R.

For the employees: Joseph McGonigal, Mt. Vernon, Ill.; Philip G. Salem, Lawrence, Mass.; Prudencio Rivera-Martinez, San Juan, P. R.

For the employers: Oscar Castro-Rivera, San Juan, P. R.; Joseph Miller, Washington, D. C.; Malcolm Gordon, Cayey, P. R.

For the purpose of this order the hosiery industry in Puerto Rico is defined as follows:

The manufacture and processing of full-fashioned and seamless hosiery, including, among other processes, the knitting, seaming, looping, dyeing, clocking, and all phases of finishing hosiery, but not including the manufacture and processing of yarn or thread.

I hereby refer to each of the above mentioned industry committees the question of the minimum wage rate or rates to be fixed under section 6 (c) of the Act for its industry. Each such industry committee shall investigate conditions in its industry, and the committee, or any authorized sub-committee thereof, shall hear such witnesses and receive such evidence as may be necessary or appropriate to enable the committee to perform its duties and functions under the Act.

Industry Committee No. 28-A shall commence its hearings on February 4, 1957, at 2:00 p. m. in the offices of the Wage and Hour Division, United States Department of Labor, New York Department Store Building, Fortaleza and San Jose Streets, San Juan, Puerto Rico. Consecutively, at the same place, after the hearings of Industry Committee No. 28-A, Industry Committees Nos. 28-B, and 28-C shall hold their hearings in that order.

Each committee will meet at the same place before its hearing to make its investigation and appropriate decisions concerning its hearing. Industry Committee No. 28-A will meet at 10:00 a. m. on February 4, 1957, and Industry Committees Nos. 28-B, and 28-C, will meet at an hour to be designated by the committee chairman.

In order to reach as rapidly as is economically feasible the objective of the minimum wage prescribed in paragraph (1) of section 6 (a) of the Act, each industry committee shall recommend to the Administrator the highest minimum wage rate or rates for the industry which it determines, having due regard to economic and competitive conditions, will not substantially curtail employment in the industry and will not give any industry in Puerto Rico a competitive advantage over any industry in the United States outside of Puerto Rico. Where an industry committee finds that a higher minimum wage may be determined for employees engaged in certain activities or in the manufacture of certain products in the industry, the industry committee shall recommend such reasonable classifications within the industry as it determines to be necessary for the purpose of fixing for each classification the highest minimum wage rate that can be determined for it under the principles set out here which will not substantially curtail employment in such classification and will not give a competitive advantage to any group in the industry. No classification shall be made, however, and no minimum wage shall be fixed solely on a regional basis or on the basis of age or sex. In determining whether there should be classifications within the industry, in making such classifications, and in determining the minimum wage rates for such classifications, the committee shall consider, among other relevant factors, the following: (1) Competitive conditions as affected by transportation, living, and production costs; (2) the wages established for work of like or comparable character by collective labor agreements negotiated between employers and employees by representatives of their own choosing; and (3) the wages paid for work of like or comparable character by employers who voluntarily maintain minimum wage standards in the industry.

The Administrator shall prepare an economic report containing such data as he is able to assemble pertinent to the matters herein referred to each committee. Copies of these reports may be obtained at the national and Puerto Rican offices of the United States Department of Labor as soon as they are completed and prior to the hearings. Each committee will take official notice of the facts stated in the economic report to the extent they are not refuted at the hearings.

The procedure of these industry committees will be governed by Title 29 of the Code of Federal Regulations, Part 511, as revised and amended on November 4, 1955 (20 F. R. 8285) and May 30, 1956 (21 F. R. 3678), and October 6, 1956 (21 F. R. 7669). As a prerequisite to participation as witnesses or parties these regulations require, among other things, that interested persons in the present matters shall file a prehearing statement containing certain specified data, not later than January 26, 1957.

Signed at Washington, D. C., this 3d day of January 1957.

JAMES MITCHELL,
Secretary of Labor.

[F. R. Doc. 57-123; Filed, Jan. 4, 1957; 9:30 a. m.]

NOTICES

DEPARTMENT OF THE TREASURY

Bureau of Customs

Extension of Time for Comment Relating to Publication of Preliminary List

January 4, 1957.

In a notice dated November 2, 1956, published in the Federal Register, November 9, 1956, interested parties were requested to present any relevant views as to why particular imported articles should or should not appear on the preliminary list provided for in section 6 (a) of the Customs Simplification Act of 1956.

In consideration of the difficulties being encountered by interested parties in securing required information for presentation within the 60-day period prescribed, the period for submission of views is hereby extended for an additional 60 days.

Information and any communications relative to the above should be addressed to the Bureau of Customs, Washington 25, D. C.

[seal] Ralph Kelly,
Commissioner of Customs.

[F. R. Doc. 57-142; Filed, Jan. 4, 1957; 12:14 p. m.]

POST OFFICE DEPARTMENT

Hungary

resumption of mail service

Postmaster General Order 56261 of December 28, 1956, directs that all mail service, including money order service, with Hungary which was discontinued by Order No. 56232 of November 23, 1956 (21 F. R. 9384), shall be resumed at once.

[seal] Abe McGregor Goff,
General Counsel.

[F. R. Doc. 57-71; Filed, Jan. 4, 1957; 8:46 a. m.]

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

[Sacramento Area Office Redelegation Order 2]

Assistant Area Director et al.

delegations of authority with respect to construction, supply and service contracts and negotiating contracts for services of engineering and architectural firms

Section 1. *Authority.* The authority delegated to the Area Director by the Commissioner of Indian Affairs in Order No. 566 (19 F. R. 3971) as amended, (20 F. R. 2092, 5703; 21 F. R. 2290) pertaining to construction, supply and service contracts and negotiating without advertising, contracts for services of engineering and architectural firms is hereby redelegated as indicated in this order.

Sec. 2. *Assistant Area Director, Area Administrative Officer, and Area Property and Supply Officer.* (a) The Assistant Area Director may enter into construction, supply and service contracts and negotiate, without advertising, contracts for services of engineering and architectural firms, irrespective of the amounts involved, and perform the duties of Contracting Officer in regard to such contracts.

(b) The Area Administrative Officer and the Area Property and Supply Officer may enter into supply and service contracts when the amount in individual cases does not exceed $10,000 and perform the duties of Contracting Officer in regard to such contracts.

Sec. 3. *Authorized representative of Contracting Officer.* With respect to contracts entered into by the Area Director, the Assistant Area Director is designated as the authorized representative of the Contracting Officer as such term is used in such contracts and may perform the duties of the Contracting Officer except as follows:

(a) Functions relating to the termination of a contract.

(b) Disputes concerning questions of fact which are not disposed of by agreement.

Sec. 4. *Appeals.* An appeal from a findings of fact or decision of a Contracting Officer shall be made by notice of appeal in writing addressed to the Board of Contract Appeals, Office of the Solicitor, Department of the Interior, Washington 25, D. C., and shall be mailed to or filed with the Contracting Officer, within the time allowed by the contract. The notice of appeal shall specify the portion of the findings of fact or decision from which the appeal is taken, and the reasons why the findings or decision are deemed erroneous. Immediately upon receipt of the notice of appeal, the Contracting Officer shall inform the Board by air mail that the appeal has been received. (Regulations governing appeals are published in 19 F. R. 9389.)

Leonard M. Hill,
Area Director.

Approved: December 31, 1956.

Glenn L. Emmons,
Commissioner.

[F. R. Doc. 57-68; Filed, Jan. 4, 1957; 8:45 a. m.]

Bureau of Land Management

Alaska

notice of establishment of new principal meridian

December 31, 1956.

The Umiat Principal Meridian is hereby established to govern the survey of the public lands of the United States in the Territory of Alaska east of 153° West longitude, north of 68° North latitude; and west of 153° West longitude, north of 68°22′ North latitude.

Triangulation Station "Umiat 1953", established by the United States Coast and Geodetic Survey, is adopted as the initial point of the Umiat Principal Meridian. Said triangulation station is in latitude 69°23′29.654″ North and longitude 152°00′04.551″ West, North American 1927 Datum.

Edward Woozley,
Director.

[F. R. Doc. 57-77; Filed, Jan. 4, 1957; 8:47 a. m.]

DEPARTMENT OF COMMERCE

Office of the Secretary

Moxie S. George, Sr.

statement of changes in financial interest

In accordance with the requirements of section 710 (b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the Federal Register of July 20, 1956, 21 F. R. 5463.

A. Deletions: No changes.
B. Additions: No changes.

This statement is made as of December 21, 1956.

Dated: December 21, 1956.

Moxie S. George, Sr.

[F. R. Doc. 57-78; Filed, Jan. 4, 1957; 8:47 a. m.]

ATOMIC ENERGY COMMISSION

[Docket No. F-22]

Westinghouse Electric Corp.

notice of proposed issuance of construction permit

Please take notice that the Atomic Energy Commission proposes to issue a construction permit to Westinghouse Electric Corporation substantially in the form set forth below unless within fifteen (15) days after publication in the Federal Register a request for a formal hearing is filed with the Commission in the manner prescribed by § 2.102 (b) of the Commission's rules of practice (10 CFR Part 2). There is annexed a memorandum submitted by the Division of Civilian Application which summarizes the principal features of the proposed reactor and the principal factors considered in reviewing the application for a license. For further details see the application for license at the Commission's Public Document Room, 1717 H Street NW., Washington, D. C.

Construction permit. No. CPRR-8. The Westinghouse Electric Corporation, Pittsburgh, Pennsylvania (hereinafter

"Westinghouse"), on March 12, 1956, filed its application for a Class 104 license, defined in § 50.21 of Part 50, "Licensing of Production and Utilization Facilities," Title 10, Chapter I, CFR, to construct and operate a nuclear reactor (hereinafter "the reactor"). On August 7 and 22, 1956, and September 17, 1956, Westinghouse filed revisions to its license application. The original application together with said revisions is hereinafter referred to as "the application."

The Atomic Energy Commission (hereinafter "the Commission") has found that:

A. The reactor will be a utilization facility as defined in the Commission's regulations contained in Title 10, Chapter I, CFR, Part 50, "Licensing of Production and Utilization Facilities."

B. Westinghouse proposes to utilize the reactor in the conduct of research and development activities of the types specified in section 31 of the Atomic Energy Act of 1954.

C. Westinghouse is financially qualified to construct and operate the reactor in accordance with the regulations contained in the Title 10, Chapter 1, CFR; to assume financial responsibility for the payment of Commission charges for special nuclear material and to undertake and carry out the proposed use of such material for a reasonable period of time.

D. Westinghouse is technically qualified to design and construct the reactor.

E. Westinghouse has submitted sufficient information to provide reasonable assurance that a reactor of the type proposed can be constructed and operated at the proposed location without undue risk to the health and safety of the public and that additional information required to complete its application will be supplied.

F. The issuance of a construction permit to Westinghouse will not be inimical to the common defense and security and to the health and safety of the public.

Pursuant to the Atomic Energy Act of 1954 (hereinafter "the act") and Title 10, CFR, Chapter I, Part 50, "Licensing of Production and Utilization Facilities," the Commission hereby issues a construction permit to Westinghouse to construct the reactor as a utilization facility. This permit shall be deemed to contain and be subject to the conditions specified in §§ 50.54 and 50.55 of said regulations; is subject to all applicable provisions of the act and rules, regulations and orders of the Commission now or hereafter in effect; and is subject to any additional conditions specified or incorporated below.

A. The earliest date for the completion of the reactor is July 1, 1957. The latest date for completion of the reactor is December 31, 1957. The term "completion date" as used herein means the date on which construction of the reactor is completed except for the introduction of the fuel material.

B. The site proposed for the location of the reactor is the location in Westmoreland County, Pennsylvania, specified in the application.

C. The type of facility authorized for construction is a light water cooled and moderated testing reactor designed to operate at a thermal power level of 20,000 kilowatts, as described in the application.

This permit is subject to submittal by Westinghouse to the Commission (by proposed amendment of the application) of additional information required to complete its Hazards Summary Report and a finding by the Commission that the final design provides reasonable assurance that the health and safety of the public will not be endangered by operation of the reactor in accordance with the specified procedures.

Upon completion (as defined in paragraph A above) of the construction of the facility in accordance with the terms and conditions of this permit, upon the filing of any additional information needed to bring the original application up to date, and upon finding that the facility authorized has been constructed in conformity with the application as amended and in conformity with the provisions of the act and of the rules and regulations of the Commission, and in the absence of any good cause being shown to the Commission why the granting of a license would not be in accordance with the provisions of the act, the Commission will issue a Class 104 license to Westinghouse pursuant to section 104c of the act, which license shall expire December 31, 1962.

Pursuant to § 50.60 of the regulations in Title 10, Chapter I, CFR, Part 50, the Commission has allocated to Westinghouse for use in the operation of the reactor, 76 kilograms of uranium 235 contained in uranium at the isotopic ratio specified in Westinghouse's application. Estimated schedules of special nuclear material transfers to Westinghouse and returns to the Commission are contained in Enclosure A to Appendix A which is set forth below. Deliveries by the Commission to Westinghouse in accordance with schedule 1 of Enclosure A to Appendix A will be conditioned upon Westinghouse's return to the Commission of special nuclear material substantially in accordance with schedule 2 of Enclosure A to Appendix A.

Dated at Washington, D. C., this 21st day of December 1956.

For the Atomic Energy Commission.

H. L. PRICE,
Director,
Division of Civilian Application.

APPENDIX A—WESTINGHOUSE ELECTRIC CORPORATION CONSTRUCTION PERMIT

SCHEDULE 1

Estimated schedule of transfers of special nuclear material from the Commission to Westinghouse:

Date of transfer:	*Kilograms of contained U-235*
1956	14.04
1957	21.06
1958	42.12
1959	42.12
1960	42.12
1961	42.12
1962	21.06
Total transfers	224.64

SCHEDULE 2

Estimated schedule of transfers of special nuclear material from Westinghouse to the Commission:

Date of transfer	Kilograms of contained recoverable scrap	U-235 spent fuel	Total
1957	4.10	----------	4.10
1958	6.14	17.98	24.12
1959	6.14	26.97	33.11
1960	6.14	26.97	33.11
1961	6.14	26.97	33.11
1962	4.10	26.97	31.07
Inventory to be returned	----------	----------	18.74
Total transfers	----------	----------	177.36

(Total fabrication and burn-out losses calculated to be 47.28 kilograms.)

MEMORANDUM

PART I—DESCRIPTION OF THE PROPOSED FACILITY

The following summary of the principal features of the proposed facility is based on the application for a license which was filed with the Commission by Westinghouse Electric Corporation. The facility is a nuclear reactor designed to operate at a thermal power level of 20 megawatts with a peak thermal neutron flux of 8×10^{13} n/cm^2/sec. It is intended to be used for developing power reactor fuel elements, radiation damage testing of electrical materials and components, and the limited production of radioisotopes.

The reactor is to be constructed on a 750-acre tract in Sewickley and Hempfield Townships, Westmoreland County, Pennsylvania. The site is slightly over one mile east of Yukon, Pennsylvania (population 1,100), and 29 miles southeast of Pittsburgh. The land around the site is used primarily for farming. The reactor is located approximately 1,500 feet from the site boundary. There are no dwellings within a 2,000-foot radius from the reactor and only 400 inhabitants within a one-mile radius. There are ten centers of population within a distance of from 8 to 16 miles, varying in population from 3,000 to 51,500.

The reactor core will be contained in a stainless steel pressure vessel with an inside diameter of 8 feet and an overall height of about 33 feet. The core may consist of from 51 to 122 cylindrical fuel elements 50 feet long and 2½ inches in diameter, each containing about 200 grams of uranium enriched to 90 percent in the isotope U-235. The fuel in each element will be contained in three concentric fuel bearing cylinders each of which is about 36 inches long. The fuel loading in the core may vary from 12 to 25 kilograms of U-235. The loading will be adjusted to provide an excess reactivity of 9 percent above that required for criticality without experiments loaded in the reactor. The applicant states that this excess reactivity will be required to (1) override the neutron absorption of the xenon present in the reactor under equilibrium conditions; (2) to overcome the decrease in reactivity which results from the temperature rise which takes place when the reactor is operating; and (3) to replace the reactivity lost as the U-235 burns out during the planned operating cycle of one month. Demineralized natural water will be used for the coolant, moderator and reflector.

There will be nine control rods in the reactor each having a control value of approximately 3½ percent excess reactivity. The applicant states that each rod will consist of an aluminum clad cadmium cylinder attached to the top of a standard fuel element section.

The rods will be arranged in two concentric rings—an inner ring with 3 rods and an outer ring of 6 rods. The rods will be attached to the driving mechanism by scram magnets. In the case of a scram, the rods will be driven into the core by gravity and the pressure due to the downward coolant flow. The reactor will be scrammed as a result of a decrease in the excitation current of the magnets holding the rods. An electric power failure, therefore, will shut down the reactor. The rods consist of poison and fuel sections. In the event of a scram the fuel bearing portion of the control rods drop out of the core as the poison section replaces it.

The reactor safety instrumentation will be designated to scram the reactor when any one or more of the following conditions occur:

a. The reactor power level reaches 30 megawatts (alarm is tripped at 25 megawatts).

b. The reactor period (time necessary for the reactor power to increase by a factor of 2.7) becomes as short as three seconds (alarm is tripped at a period of six seconds), and

c. The primary coolant flow is reduced to 5,000 gpm (alarm is tripped at 12,000 gpm). The applicant states that in his judgment, this scram provides protection against high fuel element temperatures which are possible even at low power when heat is being removed at a sufficiently reduced rate, as would be the case for a severe reduction in coolant flow.

A manually operated chemical poison system (a secondary safety system) will also be included in the safety system to serve as a means for a slow scram should the primary safety system fail to operate.

A primary coolant flow of 13,660 gpm of demineralized natural water will be initiated from a 60,000 gallon elevated storage tank. The coolant enters the top of the reactor tank and is split into two streams. One stream of 9,107 gpm cools the reactor core and the other stream passes through the reflector region and cools the nonpressurized experiments. The two streams join at the bottom of the reactor and the coolant flows upward through the thermal shields and out of the reactor. The effluent water from the reactor flows into a 30,000 gallon surge tank which would provide emergency cooling in the event the primary pumps fail. Water from the surge tank passes through two coolant pumps, two water-to-water heat exchangers and then to the elevated storage tank. During normal operating conditions the bulk inlet water temperature is expected by the applicant to be 115° F. and the bulk exit temperature 125° F. The corresponding average core exist temperature is 130° F. The static pressure in the core is 42 psia, and the total pressure drop across the reactor vessel is 37.5 psi. The reactor tank will be designed to be capable of withstanding a pressure of 75 psia. A primary coolant water flow of 50 gpm is continuously passed through a mixed bed ion exchanger to maintain water purity. The secondary coolant system water flow from the heat exchanger is cooled in a cooling tower which will have a capacity to cool 12,000 gpm of 100° F. water to 85° F. at a wet bulb air temperature of 75° F.

Experimental facilities to be contained in the reactor include the following:

a. One 6-inch O. D. high pressure test thimble located in the center of the reactor designed to operate at a maximum of 600° F. and 2,000 psi.

b. Six 3-inch O. D. high pressure test thimbles similar to (1) above located symmetrically in the reactor core.

c. Sixty nonpressurized thimbles around the periphery of the active portion of the core.

d. Provisions for five experimental tube facilities (called rabbit facilities) around the rim of the core.

e. An 8-inch I. D. beam hole.

To prevent the release of fission products to the environs in the event of a reactor incident, the reactor is to be housed in a cylindrical steel containment vessel approximately 70 feet in diameter and 67 feet high. The proposed design specifications for this vessel state that it will withstand a pressure of 2 psig at 125° F. with a leakage rate of 2 percent of the volume of the vapor container per day per pound of over-pressure. Personnel access to the containment vessel will be through special interlocked air locks. A truck air lock approximately 10' x 10' x 35' in size will provide access for large equipment.

PART II—HAZARDS EVALUATION

General considerations. The nuclear characteristics of the proposed Westinghouse Testing Reactor (WTR) are similar in many respects to the AEC Materials Testing Reactor (MTR) presently operating at the National Reactor Testing Station in Idaho.

The MTR has been operating for over four years without serious incident and has contributed much to the general technology of this type of reactor. The operation of other reactors in the Commission's program, representing simplified versions of the MTR, has resulted in the availability of much data useful in predicting operating characteristics of reactors of this type. This experience has provided information not only for normal operating conditions but for dynamic or transient behavior of such reactors as well. Much of this experience has involved actual reactor experiments designed to measure the inherent ability of these reactors to recover from an inadvertent temperature or power rise, i. e., the determination of their self-regulating characteristics. For example, it was shown from such experiments that if boiling should occur, the moderating effect of the water would be reduced, leading to a decrease in reactivity tending to counteract the power rise and eliminate boiling. This effect is due mainly to the increase in neutron leakage accompanying the formation of steam bubbles, i. e., a decrease in neutron economy due to the elimination of target atoms for slowing down the neutrons to a more efficient velocity range.

While it is true that the proposed WTR unit is not by any means an exact duplicate of the MTR or any of the other reactors of this type, and while such special features as the high reactivity value of the regulating rod and the possible need for a quick response secondary system must be carefully evaluated prior to the issuance of any operational approval, the stability and predictability which has been demonstrated by the extensive successful operation of the MTR and other units of the same general type, leads to the conclusion that the applicant should, by sound design and careful construction, be able to achieve a reactor which is capable of safe operation at the site proposed.

Temperature coefficient of reactivity. Of particular concern in the WTR, as in any reactor, is the effect of temperature on its operating behavior. Here there are two areas of consideration, namely, static stability and dynamic stability. A reactor possesses static stability to temperature changes if there is a decrease in reactivity with an increase in temperature (negative temperature coefficient), i. e., if for any reason there is a rise of temperature within the reactor, the effective multiplication factor, or its ability to sustain a chain reaction, will then tend to decrease. Consequently, the rate of heat production or power level will also decrease, tending to offset the rise in temperature. Conversely, if the temperature coefficient were positive, the reactor would be unstable to temperature changes.

Westinghouse has presented results of calculations which indicate that the proposed reactor will possess a relatively strong negative temperature coefficient of reactivity, insuring stability in the event of probable types of power excursions. Since the sign and magnitude of the temperature coefficient of reactivity is a function of the actual design of the reactor, and since the detail design has not yet been frozen, we have not at this time made a complete evaluation of these calculations. However, the results of the Westinghouse calculations are entirely consistent with the values measured in existing MTR type reactors and we are satisfied that a negative temperature coefficient of reactivity of the magnitude indicated can be achieved.

The extent of density changes in the coolant or moderator brought about by changes in temperature have a strong influence on whether the overall temperature coefficient is positive or negative and the magnitude of such coefficient. However, density changes do not respond to temperature variations instantaneously, and as a result oscillations may develop in the neutron flux and reactor power. If such oscillations are rapidly damped out because of the inherent features of the reactor, the reactor is said to have good dynamic stability.

The extent to which a given reactor has or does not have these functions is determined to a large degree by the actual design of that reactor. Lacking the final design, we have not yet completely analyzed this phenomenon with regard to the WTR, but, based on knowledge from existing reactors having similar nuclear characteristics, we are convinced that a reactor of this type having favorable dynamic stability can be designed.

Containment of maximum credible accident. While we are not yet ready to accept the Company's analysis of the maximum accident against which the bursting strength and leakage rate of the containment vessel must be evaluated and while we are, therefore, also not at this time ready to accept as adequate the proposed leakage rate of 2 percent per day, we are satisfied, based on knowledge of other reactors of the same general type and power level, that when the maximum credible accident has been defined and accepted, it will be feasible to design the containment structure strong enough to withstand the initial energy release of that accident and tight enough to adequately contain the fission products released by that accident.

Possibility of development of additional potential safety hazards. While the safety problems of this type of reactor seem to be generally well understood as a result of fairly extensive experience, the results of continuing experimental work and of continued operation of similar reactors, may point out potential safety hazards which are not recnized today. In this respect, quite recent experiments have indicated the possibility of unstable reactor oscillations under certain conditions. While these results may not apply to reactors of the type proposed by the applicant, their full implications are not yet known. See copy of letters to licensees and license applicants dated October 18, 1956, on file in the AEC Public Document Room.

Summary. The application has been reviewed only for the purpose of determining whether, based on information contained in the application and any amendments thereto, and taking into account the experience which has been gained from operation of the MTR, there is reasonable assurance that a facility of the general type proposed can be constructed and operated at the proposed location without undue risk to the health and safety of the public. In making this determination, it is not necessary to give detailed consideration to the adequacy or acceptability of particular design features or specification of the reactor and its associated equipment, or to the proposed operating procedures, or to the safety of the reactor for specific types of research and development programs. For this reason, no attempt has been made at this time to review and evaluate such information as has been presented on these factors.

Prior to the time when the reactor is allowed to go critical, a complete review and evaluation of (1) the hazard aspects of the reactor and containment design; (2) the operating and supervisory procedures; (3) the particular research and development programs to be carried out; and (4) the emergency plans, must demonstrate that the issuance of a license to operate the reactor will not be inimical to the common defense and security or to the health and safety of the public.

The applicant may at such times as he deems appropriate request amendment of his construction permit to include findings with regard to particular technical design features or specifications of the reactor and its associated equipment and proposed operating procedures.

PART III—TECHNICAL QUALIFICATIONS

Westinghouse designs, manufactures and produces equipment that generates, distributes, controls and uses electric power. Under contract with the Atomic Energy Commission and the U. S. Navy, Westinghouse has developed, designed, and built several full-scale nuclear power plants.

PART IV—FINANCIAL QUALIFICATIONS

The 1955 annual report by Westinghouse submitted as part of the application contains the following figures for the calendar year 1955: Products and services sold, $1,440,976,985; net income, $42,802,747; and working capital, $736,146.478.

Total assets of the company are several hundred times as large as the value of the special nuclear material which the company expects to possess at any one time. Stockholders' equity is more than two-thirds of its total assets. Its long-term debt represents one-fourth of the total assets and matures well into the future at a reasonable rate of interest. The company is in a strong current position with a current ratio of assets to liabilities of approximately six to one. Except for 1955, during which Westinghouse suffered a long strike by its employees, annual income (after taxes) for each of the past several years has been in excess of sixty-four million dollars.

PART V—CONCLUSIONS

Based upon the above considerations, it is concluded that:

a. There is reasonable assurance that a facility of the general type proposed can be constructed and operated at the proposed site without undue risk to the health and safety of the public.

b. The applicant is technically and financially qualified to engage in the proposed activities.

For the Division of Civilian Application.

H. L. PRICE,
Director.

[F. R. Doc. 57-67; Filed, Jan. 4, 1957; 8:45 a. m.]

FEDERAL POWER COMMISSION

[Docket No. E-6721]

SOUTHERN NEVADA POWER CO.

NOTICE OF APPLICATION SEEKING ORDER AUTHORIZING ISSUANCE OF PROMISSORY NOTES

DECEMBER 31, 1956.

Take notice that on December 26, 1956, an application was filed with the Federal Power Commission, pursuant to section 204 of the Federal Power Act, by Southern Nevada Power Co. (hereinafter called "Applicant"), a corporation organized under the laws of the State of Nevada, and doing business in said State, with its principal business office at Las Vegas, Nevada, seeking an order authorizing the issuance of promissory notes in the principal amount not exceeding $6,000,000 at any one time outstanding, at the interest rate of one-half of 1 percent, plus the prime interest rate in effect at the date of loan or renewal thereof. Applicant proposes to borrow the funds from banks listed below:

California Bank, Los Angeles, Calif	$2,050,000
First Western Bank & Trust Co., San Francisco, Calif	1,500,000
The First National City Bank, New York, N. Y	1,000,000
First National Bank of Nevada, Reno, Nev	1,000,000
Bank of Nevada, Las Vegas, Nev	450,000
Total	6,000,000

and will issue to said banks the 90-day promissory notes referred to above. All of the notes to be issued by Applicant are proposed to mature not later than September 30, 1958. Applicant proposes to use the proceeds to finance in part its construction program; all as more fully appears in the application on file with the Commission, and available for public inspection.

Any person desiring to be heard or to make any protest with reference to said application should, on or before the 14th day of January 1957, file with the Federal Power Commission, Washington 25, D. C., a petition or protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10).

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 57-69; Filed, Jan. 4, 1957; 8:45 a. m.]

CIVIL AERONAUTICS BOARD

[Docket No. 2564]

REOPENED DELTA-C&S MAIL RATE CASE

NOTICE OF POSTPONEMENT OF HEARING

In the matter of the compensation for the transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, of Chicago and Southern Air Lines, Inc., over its Latin American route.

Notice is hereby given, pursuant to the Civil Aeronautics Act of 1938, as amended, that the hearing in the above-entitled proceeding, now assigned to be held on January 8, 1957, is hereby postponed to January 23, 1957, at 10:00 a. m., e. s. t., in Room E-224, Temporary Building No. 5, Sixteenth Street and Constitution Avenue NW., Washington, D. C., before Examiner Edward T. Stodola.

Notice is further given that any person not a party of record desiring to be heard in this proceeding must file with the Board on or before January 23, 1957, a statement setting forth the matters of fact or law that he desires to advance.

Dated at Washington, D. C., December 31, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 57-85; Filed Jan. 4, 1957; 8:48 a. m.]

[Docket No. 7751]

SOUTHEAST AIRLINES AGENCY, INC., ET AL.

NOTICE OF ORAL ARGUMENT

Notice is hereby given, pursuant to the provisions of the Civil Aeronautics Act of 1938, as amended, that oral argument in the above-entitled proceeding is assigned to be held on January 23, 1957, at 10:00 a. m., e. s. t., in Room 5042, Commerce Building, Constitution Avenue, between Fourteenth and Fifteenth Streets NW., Washington, D. C., before the Board.

Dated at Washington, D. C., December 31, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 57-83; Filed, Jan 4, 1957; 8:47 a. m.]

[Docket No. 7913]

GROUP EXCURSION FARES INVESTIGATION

NOTICE OF ORAL ARGUMENT

Notice is hereby given, pursuant to the provisions of the Civil Aeronautics Act of 1938, as amended, that oral argument in the above-entitled proceeding is assigned to be held on January 30, 1957, at 10:00 a. m., e. s. t., in Room 5042, Commerce Building, Constitution Avenue, between Fourteenth and Fifteenth Streets NW., Washington, D. C., before the Board.

Dated at Washington, D. C., December 31, 1956.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F. R. Doc. 57-84; Filed, Jan. 4, 1957; 8:48 a. m.]

GENERAL SERVICES ADMINISTRATION

Public Buildings Service

[Wildlife Order 40]

TRACT 187, PINE RIVER RESERVOIR PROJECT (D-MINN-420) CROW WING COUNTY, MINNESOTA

TRANSFER OF PROPERTY

Pursuant to the authority granted under Public Law 537, approved May 19, 1948, Eightieth Congress (16 U. S. C. 667c), notice is hereby given that:

1. By deed from the United States of America, dated September 18, 1956, that property known as Tract 187, Pine River Reservoir Project (D-Minn-420), Crow Wing County, Minnesota, and more particularly described in said deed, has been transferred from the United States to the State of Minnesota.

2. The above-described property was transferred to the State of Minnesota for wildlife conservation purposes (other than migratory birds) in accordance with the provisions of said Public Law 537.

F. MORAN MCCONIHE,
Commissioner of Public Buildings Service.

DECEMBER 28, 1956.

[F. R. Doc. 57-82; Filed, Jan. 4, 1957; 8:47 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-3535]

OHIO FUEL GAS CO. ET AL.

ORDER AUTHORIZING MERGER OF ONE SUBSIDIARY INTO ANOTHER, AND CAPITAL CONTRIBUTION BY HOLDING COMPANY

DECEMBER 28, 1956.

In the matter of The Ohio Fuel Gas Company, Natural Gas Company of West Virginia, The Columbia Gas System, Inc.; File No. 70-3535.

The Columbia Gas System, Inc. ("Columbia"), a registered holding company, and its wholly owned subsidiaries The Ohio Fuel Gas Company ("Ohio Fuel") and Natural Gas Company of West Virginia ("Natural Gas") have filed a joint application-declaration and an amendment thereto pursuant to sections 6 (b), 10, 12 (b), and 12 (d) thereof and Rules U-43 and U-45 thereunder regarding the following proposed transactions:

Ohio Fuel, an Ohio corporation, and Natural Gas, a West Virginia corporation, are gas utility companies operating entirely within the State of Ohio. Pursuant to an agreement of merger, Natural Gas will be merged into Ohio Fuel, the surviving corporation. Upon the effective date of merger, Natural Gas will transfer all its assets to Ohio Fuel, and Ohio Fuel will assume all its liabilities including promissory notes in the principal amount of $4,026,000 owing to Columbia.

At August 31, 1956 Columbia carried its investment in the capital stock of Natural Gas at $6,635,963.33, represented by the aggregate par value of the common stock, $5,647,200, plus $988,763.33 of earned surplus accumulated prior to September 30, 1946. Against such carrying value Columbia has provided a reserve of $906,942.94 by charging its earned surplus accumulated since September 30, 1946. During the period from September 30, 1946, to August 31, 1956, Natural Gas incurred an earned surplus deficit of $1,731,038.83. In accordance with the agreement of merger, Columbia will increase its investment in Natural Gas by making a cash capital contribution to Natural Gas equal to the earned surplus deficit, plus $30 (in order to make the net worth of the common stock of Natural Gas divisible by $45, the par value of the Ohio Fuel common stock). By resolution of its board of directors, Natural Gas will transfer to earned surplus from the capital surplus created by Columbia's contribution, an amount equal to the deficit in the former account, following which $30 will remain in its capital surplus account. Columbia will then adjust its investment in the capital stock of Natural Gas to that company's then book net worth, which will be the par value of its common stock plus $30. As of August 31, 1956, this would require a charge of $1,812,859.22 by Columbia to its earned surplus accumulated since September 30, 1946. Upon consummation of the above described accounting adjustments, all of the common stock of Natural Gas, being 56,472 shares having an aggregate net worth (par value plus $30 of capital surplus) of $5,647,230 will be exchanged for 125,494 shares of Ohio Fuel's common stock having an identical aggregate par value.

Natural Gas has a carry-forward Federal income tax loss of approximately $2,000,000. Columbia does not propose to give effect to such loss in allocating consolidated Federal income taxes under Rule U-45 (b) (6), since such loss was not a factor in determining the terms of the merger, and since, if such allocation were made, Ohio Fuel would receive a credit for which it furnished no consideration.

The proposed merger is a further step in Columbia's overall plan of property realignment designed to consolidate the retail gas business in each state into a single gas utility company, and the wholesale gas business of the system into a single company.

The Public Utilities Commission of Ohio has approved the proposed merger, and the Federal Power Commission has granted permission for the abandonment by Natural Gas of the facilities and service under its jurisdiction and has ordered the issuance of a certificate of public convenience and necessity to Ohio Fuel to acquire and operate such facilities.

The fees and expenses to be paid by the several companies are stated as follows:

	Columbia	Natural Gas	Ohio Fuel
Legal services: Cravath, Swaine & Moore	$50	$200	$500
Services of Columbia Gas System Service Corp	--------	1,000	4,000
Federal original issue tax on stock	--------	--------	6,612
Federal transfer tax on stock	--------	3,388	--------
Fees and taxes on filing of agreement of merger	--------	5	2,300
Recording fees, confirmatory deeds	--------	--------	200
Miscellaneous expenses	--------	100	200
Total	50	4,693	13,812

Due notice having been given of the filing of said application-declaration, and a hearing not having been requested of or ordered by the Commission; and the Commission finding that the applicable provisions of the act and the rules promulgated thereunder are satisfied, and deeming it appropriate in the public interest and in the interest of investors and consumers that the application-declaration, as amended, be granted and permitted to become effective forthwith:

It is ordered, Pursuant to Rule U-23 and the applicable provisions of the act, that said application-declaration as amended be, and hereby is, granted and permitted to become effective forthwith, subject to the terms and conditions prescribed in Rule U-24.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 57-51; Filed, Jan. 3, 1957; 8:46 a. m.]

UNITED STATES TARIFF COMMISSION

[Investigation 57]

SPRING CLOTHESPINS

INVESTIGATION INSTITUTED

Investigation instituted. Upon application of the Clothespin Manufacturers of America, Washington, D. C., received December 20, 1956, the United States Tariff Commission instituted an investigation on January 2, 1957, under the authority of section 7 of the Trade Agreements Extension Act of 1951, as amended, and section 332 of the Tariff Act of 1930, to determine whether spring clothespins provided for in paragraph 412 of the Tariff Act of 1930 are, as a result in whole or in part of the duty or other customs treatment reflecting concessions granted thereon under the General Agreement on Tariffs and Trade, being imported into the United States in such increased quantities, either actual or relative, as to cause or threaten serious injury to the domestic industry producing like or directly competitive products.

Inspection of application. The application filed in this case is available for public inspection at the office of the Secretary, United States Tariff Commission, 8th and E Streets, N. W., Washington, D. C., and in the New York City office of the Tariff Commission, located in Room 437 of the Custom House, where it may be read and copied by persons interested.

By order of the Commission.

Issued: January 2, 1957.

[SEAL] DONN N. BENT,
Secretary.

[F. R. Doc. 57-87; Filed, Jan. 4, 1957; 8:48 a. m.]